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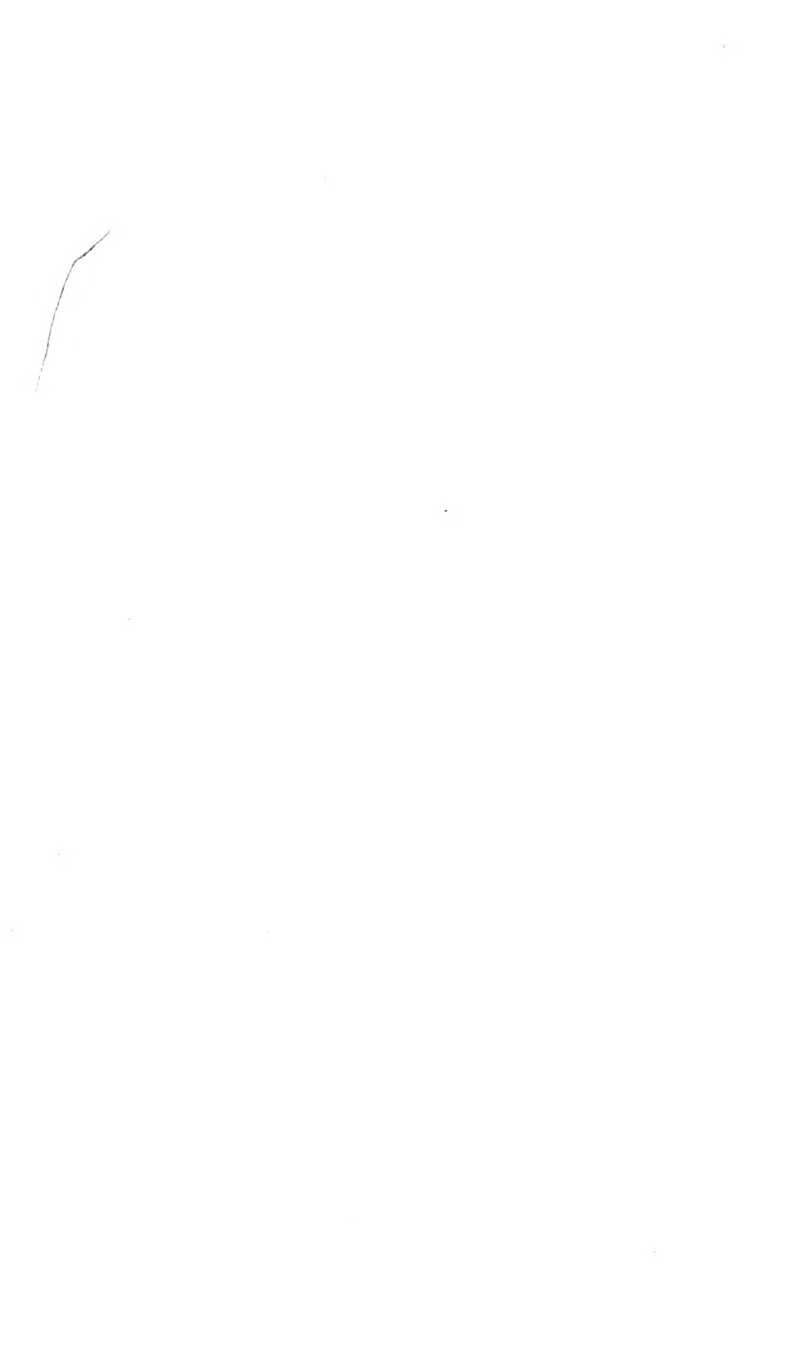
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100
101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
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136
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168
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170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200



THE AMERICAN TRAVELLER'S GUIDE.

HARPER'S HAND-BOOK

FOR

TRAVELLERS IN EUROPE

AND THE EAST:

BEING A GUIDE THROUGH

GREAT BRITAIN AND IRELAND, FRANCE, BELGIUM, HOLLAND, GERMANY, AUSTRIA,
ITALY, EGYPT, SYRIA, TURKEY, GREECE, SWITZERLAND, TYROL, DEN-
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IN THREE VOLUMES.

VOLUME I.

GREAT BRITAIN, IRELAND, FRANCE, BELGIUM, AND HOLLAND.

TWENTY-FOURTH YEAR.

NEW YORK:—HARPER & BROTHERS, PUBLISHERS.

PARIS:—LANÉE, 8 RUE DE LA PAIX.—GALIGNANI & CO., 224 RUE RIVOLI.

LONDON:—W. J. ADAMS & SONS, 59 FLEET STREET.—SAMPSON LOW, MARSTON, & CO.

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1885.

THE Author of "Harper's Hand-books" wishes to inform all Hotel-keepers that favorable notices of their houses can not be obtained by purchase; that complaints of dishonesty or inattention, properly substantiated, will cause their houses to be stricken from the list of good establishments.

Favors from Travelers.—Although the Author of "Harper's Hand-books" has made arrangements to keep it as perfect as possible, and purposes devoting his time to that purpose, he would still be under many obligations to Travelers if they personally note any inaccuracies or omissions, and transmit them to him, at 13 Avenue du Bois de Boulogne, Paris.

☞ Advertisers wishing to discontinue their advertisements must inform the Publishers on or before the 1st of January in each year, that the necessary alterations may be made in time for the New Edition.

Entered according to Act of Congress, in the year 1885, by
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In the Office of the Librarian of Congress, at Washington.

TO

JOSEPH W. MILLER, Esq.,

IN WHOSE COMPANY THE AUTHOR VISITED THE RUINS OF
BAALBEC;

ROAMED THROUGH THE CROOKED "STREET CALLED STRAIGHT"
OF DAMASCUS;

BATHED IN THE JORDAN AT ITS SOURCE;

AND FEASTED AT THE SUMMIT OF THE PYRAMIDS, THIS WORK IS

Dedicated,

IN REMEMBRANCE OF PLEASANT DAYS SPENT TOGETHER IN THE
EAST, BY HIS FRIEND,

W. PEMBROKE FETRIDGE.

PREFACE

TO THE TWENTY-FOURTH YEAR.

THE success of "Harper's Hand-books" for over twenty years has stimulated the author and publishers to renewed exertions to make it the most correct and useful work of the kind published. The author, who resides in Europe, spent most of the year 1884 in Great Britain, Ireland, France, and Spain, 1883 in Italy and the East, and 1882 in Belgium, Holland, Germany, Austria, Great Britain, and France. All of these countries have been entirely rewritten, as well as the whole of Vol. II., containing Germany, Austria, Italy, and the East, while most important additions and corrections have been made in the descriptions of other countries, which will be found to vary materially from the edition of 1884.

The vast amount of matter now collected has made it necessary to divide the work into three volumes, the carrying of which will be found more convenient to the tourist.

The corrections are all brought down to January, 1885, which is several years later than the date of any European Hand-book of travel. The advantages of this are evident. New lines of railway are constantly opened, bringing desirable places of resort into easy communication with each other, which before were separated by days of uncomfortable posting.

While every effort has been made to secure absolute correctness in the work, the author is fully aware of the difficulty of attaining perfection in this respect. As the London *Spectator*, in its review of the edition of 1871, justly observed, "The labor and incessant attention required to mark the changes of every year must be a severe strain on any man's faculties." The corrections and additions amount to several thousand every year; but the author is confident that no important errors have escaped his observation, and that the information gathered with so much labor

will be found to be correct in every essential particular. An excellent new map of Switzerland has been expressly engraved, with sixty-nine different routes marked thereon; also four smaller maps of Switzerland. A large map of Sweden, Denmark, and Norway, with numerous plans of cities, added last year, have been supplemented by a similar map of England, one of Scotland, and one of Ireland; also a large map of France, Germany, Italy, and Spain, with two hundred and thirty-four routes marked thereon, making in all four hundred and thirty-nine routes, with time and expense given, some general information on the United States of America not included. Plans are given of all the principal cities in these countries.

A new general map of Europe has been substituted for the old one. The Hand-books now contain one hundred and twenty maps, plans, and diagrams of countries, cities, routes, and objects of interest—three times as many as are given in any other Hand-book of travel.

W. P. F.

P R E F A C E

TO THE TWENTY-FOURTH YEAR'S ISSUE OF "HARPER'S HANDBOOKS FOR TRAVELERS IN EUROPE AND THE EAST."

THE remarkable success of "Harper's Hand-book," first published in 1862, has fully realized the expectations of both author and publishers, the instance being very rare where a traveler has crossed the Atlantic without a copy in his possession or in that of one of his party. The reason of this great success is very evident: it is not compiled from hearsay and books which are out of date, and of no possible use to the traveler, but prepared by the author every year from his personal experience up to the moment of going to press, his time in Europe being wholly devoted to that purpose. The greater portion of these volumes is entirely new, and distinct from the last year's edition, while the residue has been revised and corrected up to the present moment.

To travel without a guide-book in any part of Europe is utterly impossible; a man without one being like a ship at sea without a compass—dragged round the country by a courier, and touching only at such points as it is the courier's interest to touch. You should purchase guide-books or remain at home.

The great objection to foreign guide-books is their number. To make the tour of Europe (even a short one of a few months), the traveler has formerly been compelled to purchase some twenty-five or thirty volumes if published in the English language, at a cost of sixty or seventy dollars, and suffer the inconvenience of carrying some twenty-five pounds of extra baggage, and over one hundred volumes if in the French language, one house alone in Paris publishing one hundred and twenty volumes. As the majority of American travelers do not remain over six months on the Continent, they dislike to be compelled to carry about a small library, when with the aid of a good Railway Guide and the present volumes all their wants may be supplied.

The intention of the author of "Harper's Hand-books" is to give a distinct and clear description of the best manner of visiting the principal cities and leading places of interest in France, Germany, Austria, Russia, Turkey, Italy, Egypt, Syria, Palestine, Switzerland, Tyrol, Denmark, Norway, Sweden, Spain, Great Britain, and Ireland; to give the modes and cost of traveling the different routes by land and water, and which lines are to be preferred; the precautions to be taken to insure comfort and security; names and charges of the leading hotels; the most responsible houses from

which to make purchases; all the items in reference to the transportation of baggage, and the innumerable number of small charges which tend to swell the account of traveling expenses. By a careful attention to the tariff in such cases, the traveler will find himself the gainer by fifty per cent.

The author also intends to give the names of the principal works of art by the leading masters in all the different European galleries, with the fees expected by the custodians. In short, he intends to place before the traveler a good net-work of historical and other facts, pointing out where the reader may obtain fuller information if he desire it.

Of course it is impossible for perfect accuracy to be obtained in a work of this description; for while the author is watching the completion of the beautiful mosque of Mehemet Ali in Cairo, or the exquisite restorations that are being made at the Alhambra in Granada, a new bridge *may* be erected at St. Petersburg, or a new hotel opened at Constantinople; but to keep the information contained herein as nearly accurate as possible, the author, in addition to having made arrangements in the different cities to keep him acquainted with any important changes that may be made, requests that all mistakes or omissions noticed by travelers may be transmitted to 13 Avenue du Bois de Boulogne, Paris, for which he will be extremely thankful.

CONTENTS OF VOL. I.

For full Particulars of Routes, Historical Sketches, Excursions, small Cities, Towns, Places of Interest, etc., see General Index at the End of this Volume.

INTRODUCTORY REMARKS.....	Page xiii
Hints to Travelers: Baggage, Hotels, Letters of Credit, Bankers, Passports, Steamship Passages, Sleeping-Cars, Diplomatic and Consular Officers, Skeleton Tours, Expenses, etc.	
THE BEST AND MOST DIRECT ROUTES FROM LONDON TO THE PRINCIPAL PORTS, CITIES, AND PLACES OF INTEREST IN EUROPE, ASIA, AFRICA, AND AMERICA.....	29
THE BEST AND MOST DIRECT ROUTES FROM PARIS TO THE PRINCIPAL CITIES AND PLACES OF INTEREST IN GREAT BRITAIN AND THE CONTINENTS OF ASIA, AFRICA, AND EUROPE.....	34
GREAT BRITAIN AND IRELAND.....	43
<i>Ireland</i> , 46-100.—Cork, 50; Killarney, 59; Dublin, 65; Londonderry, 89; Belfast, 92; Giant's Causeway, 98; Routes between Ireland and Great Britain, 100. <i>Scotland</i> , 101-182.—Glasgow, 109; Perth, 133; Aberdeen, 135; Stirling, 138; Edinburgh, 152. <i>England and Wales</i> , 183-290—London, 184; Alexandra Palace, Muswell Hill, 212; Windsor, 217; Greenwich, 218; Woolwich, 217 ^a ; Brighton, Portsmouth, and Isle of Wight, 218; London to Chiselmurst, Tunbridge Wells, and Hastings, 226; London to Canterbury and Dover, 228; London to Rotterdam, <i>via</i> Harwich, 230; London to Norwich and Yarmouth, 230; London to Scarborough, Sheffield, and York, 234; London to Edinburgh, <i>via</i> Leeds and Newcastle, 238; London to Rugby, Liverpool, and Manchester, 239; London to Stratford-on-Avon, Birmingham, and Chester, 242; London to Bangor, Holyhead, and Dublin, 248; The English Lake District, 252; Sheffield, through the Manufacturing Districts, 263; London to Exeter, Plymouth, and Land's End, 267; Bristol to Pembroke and the Welsh Counties, 273-280; London to Salisbury, Dartmouth, and Torquay, 281; London to Weymouth, Winchester, and Southampton, 285; Sydenham, 287; London to Epsom (Derby Races), 287; London to Ramsgate and Margate, 288.	
FRANCE.....	291
London to Calais and Paris, 294; London to Dieppe, Rouen, and Paris, 294; Routes from Paris, 294, 295; Calais, 296; Boulogne, 296; Dieppe, 300; Paris, 301-376; Versailles, 377-380; Fontainebleau, 380-382; Rouen, 387; Havre, 391; Paris to Cherbourg, 392-397; Paris to Brest, 397-407; Orleans, 402; Nantes, 405; Poitiers, 407; Cognac, 410; Bordeaux, 412; Pau, 438-440; Limoges and Bourges, 444; Vichy, 449; Lyons, 454; Dijon, 458; Burgundy Wines, 458-466; Marseilles, 471; Algeria, 473; Nice, 474; Epernay, 481; Champagne Wines, 481-489; Paris to Cologne, 496.	
BELGIUM.....	501
Brussels, 505-511; Waterloo, 511; Malines, 512; Malines to Antwerp, 513; Antwerp, 513-515; Ghent, 518; Bruges, 520; Ostend, 521.	
HOLLAND OR THE NETHERLANDS.....	524
Rotterdam, 527; The Hague, 528-529; Amsterdam, 530-532.	
TABLE OF COINS.....	535
INDEX.....	

MAPS AND PLANS OF CITIES IN VOL. I.

Antwerp, 513.	Ireland, N. W. Section, 84.
Atlantic Steamers, Routes and Distances, xx.	—— S. E. “ 67.
Belfast, 92.	—— S. W. “ 49.
Belgium, <i>in Cover</i> .	Killarney, Lakes of, 59.
Birmingham, 245.	Lake District, English, 258.
Bordeaux, 412.	Liverpool, 240.
Bristol, 268.	London, Plan of, <i>in Cover of Vol. I.</i>
Brussels, 506.	—— and Northwestern Railway, 239.
Cambridge, 232.	—— Sketch Plan, 185.
Cork, 50.	Louvre, Plan of, 349.
Dublin, 68.	Manchester, 240.
Edinburgh, 152.	Marseilles, 472.
England, General Map, <i>in Cover of Vol. I.</i>	Nice, 474.
—— N. E. Section, 236.	Ostend, 521.
—— N. W. “ 252.	Oxford, 242.
—— S. E. “ 153.	Paris, Environs of, 380.
—— S. W. “ 273.	—— Plan of, <i>in Cover of Vol. I.</i>
Europe, <i>in Cover</i> .	Scotland, General Map, <i>in Cover of Vol. I.</i>
France, <i>in Cover</i> .	—— N. E. Section, 135.
Glasgow, 110.	—— N. W. “ 148.
Great Western Railway, Liverpool to London, 184.	—— S. E. “ 151.
Holland, <i>in Cover</i> .	—— S. W. “ 115.
Ireland, General Map, <i>in Cover of Vol. I.</i>	Versailles, 377.
—— N. E. Section, 90.	York, 234.

INTRODUCTION.

CONTAINING HINTS TO TRAVELERS WHICH SHOULD BE CAREFULLY READ
BEFORE LEAVING THE UNITED STATES.

As our nation is emphatically one of travelers, and as the number is yearly increasing, the proportion to other nations is to an extent far beyond the belief of the casual observer. For instance, the author has seen at one time sitting in the courtyard of the Grand Hôtel, Paris, twenty-nine Americans, five Frenchmen, three Englishmen, and one Russian; he has seen at the Mediterranean Hotel, in Jerusalem, thirteen Americans, one Englishman, two Frenchmen, and three Spaniards; and at the "New" Hotel, at Cairo, over one half of the visitors were Americans; and what wonder, when the elements, air, fire, and water, answer to our call, to transport us from shore to shore in from seven to ten days.

It behooves us to travel with other stores besides our purse and passport. "A man must carry knowledge with him if he would bring knowledge home." Every body has now an excuse to travel: if rich, to enjoy; if poor, to retrench; if sick, to recover; if studious, to learn; if learned, to relax from study. All should remember that not the least important requisite for a traveler is a ready stock of good temper and forbearance. Let your motto be, "Keep cool." Good-humor will procure more comforts than gold. If you think you are imposed upon, be firm; custom has established certain charges, and any deviation from them is soon detected, and, unless unnecessary trouble has been given, firmness and good temper will serve you better and more readily than violence.

We, as a nation, have unfortunately acquired a reputation abroad of great prodigality in our expenditures, and in the East we are charged twenty per cent. more than any other nation for what we purchase: still, it is an unhappy feeling to think that we must always be on our guard. Many set out with that deeply to be regretted impression, and are rendered miserable by imagining they are the victims of imposition wherever they go, and by degrees become despicably mean, and grumble at every charge which they do not understand. Tristram Shandy's reflections on this subject are worth quoting: "Yet, notwithstanding all this, and a pistol tinder-box which was filched from me at Sienna, and twice that I paid five pauls for two hard-boiled eggs, once at Radicofané, and a second time at Capua, I do not think a journey through France or Italy, provided a man can keep his temper all the way, so bad a thing as some people would make you believe. There must

be *ups* and *downs*, or how the deuce should we get into valleys where nature spreads so many tables of entertainment? It is nonsense to suppose they would lend you their *voitures*, to be shaken to pieces for nothing; and unless you pay twelve sous for greasing your wheels, how should the poor peasant get butter for his bread? We really expect too much; and for the wine above par, for your room, supper, and bed, at the most they are but one shilling and ninepence half-penny. Who would embroil their philosophy for it? For Heaven's sake and your own, pay it—pay it, with both hands open!"

Wherever you are, it is best to fall into the manners and customs of the place; it may be inconvenient, but it is less so than running counter to them. Those who have their own way (the cost is generally more than it is worth) are certain that every body is trying to defeat them; this leads them to quarrel with their dinner, dispute their bills, and proceed on their journey with the conviction that they are much injured rather than most unreasonable people. Every person preparing to travel should try to make some acquaintance with the language of the country through which he is about to pass. This is the best preparation for a journey; it will prove equal to a doubly-filled purse. He should also become as well acquainted as possible with the history of the people, reading the best works descriptive of the country, become familiar with its currency, and *think in francs, pauls, and piastres* instead of dollars and cents. As regards baggage, the author would say, in opposition to most writers, who advise against it, *don't cramp yourself for want of baggage*; the few dollars charged for extra luggage will be more than compensated for by having every thing that you may want; and when your wardrobe has been pulled to pieces by custom-house officers, it will not require hours to repack it before you can close your trunks.

Be certain to have every thing done in respect to baggage, et cetera, and more particularly your *hotel bill*, before the last moment, thereby avoiding the excitement of setting out in a great hurry, with the possibility of forgetting something of importance. The author has found great advantage, where he intended leaving in the morning, in having his bill the night previous.

Fees, though often impositions, are the most profitably-spent money during a tour. The amount of "solid comfort" often procured for the value of a shilling is amazing.

Avoid, if possible, carrying sealed letters, or executing commissions for friends, as the chances are it will place contraband goods in your care, which, for yourself and others, should *always* be avoided. You would do well also to avoid guides as much as possible, unless you are with ladies; then it would be advisable to have them. By wandering about, and trusting to your own observations, you will become much more readily acquainted with places, and your impressions will be stronger. The best and quickest method of obtaining a correct idea of a place is, on your arrival, to ascend some eminence, take your map of the city, or a *valet de placé* if you have no map, and get all your bearings, note down the most remarkable places, then drive around them; after that, go into the matter in detail. By this method you will leave the city in a week with a better knowledge of it than if you had remained a month escorted round by a *valet de placé*.

Money.

The safest and most convenient method of carrying money abroad to meet your expenses is in the form of *circular letters of credit*, which are issued in New York; and as peace of mind is very necessary to the traveler, be certain you obtain such letters from bankers whose credit stands so high that their names are honored at Paris and Damascus, at Cairo and Vienna, with the same confidence as in New York. The houses we recommend to the traveler are the Bank of Montreal, No. 49 Wall Street, and Messrs. Brown Brothers & Co., No. 59 Wall Street. These houses issue letters to bankers all over Europe, Asia, and Africa.

Napoleons are the best-known currency on the Black Sea, at Constantinople, Damascus, and Jerusalem, and at nearly every place you visit. At Cairo and Alexandria sovereigns are the best. You can draw at nearly par in every place that you want to stop at. The letter of credit has many advantages over circular notes, which it is here unnecessary to state. In drawing your money, draw all that you can possibly use in the currency of the country you are in, the balance in napoleons. Nearly every traveler must provide himself with more or less specie to serve his purpose until arriving at Paris or London.

Passports.

The most disagreeable of all the annoyances of traveling is that of being obliged to carry passports. Those persons who have traveled much in America, and know they can go from San Francisco to Portland without any one having the right to question either their identity or movements, naturally feel galled at being obliged to tell every official where they are going. Then if, by accident, there should be any informality in the visé, stop where you are until it is rectified! See that you have the proper visés before you start.

When husband, wife, and minor children travel together, a single passport for the whole will suffice. For any other person in the party, except servants, a separate passport will be required.

A new passport will be expected to be taken out by every person whenever he may leave the United States; and every passport must be renewed within one year from its date. The oath of allegiance, as prescribed by law, will be required in all cases. The government at Washington issue passports, costing \$5; its representatives abroad charge a like amount in gold for the same. The possession of a passport is obligatory on the Franco-Spanish frontier, and may, through personal or international difficulties, or enforcement of Socialist laws, be of advantage at any time.

To Obtain a Passport.

By addressing E. C. Marshall, U. S. Passport Agent, Room 132, U. S. Court and P.-O. Building, N. Y., travelers can obtain their passports, properly mounted on linen

bound in morocco cases, with extra leaves to receive the visés when the passport proper is full, and have their names distinctly lettered in gold on the cover; all of which is absolutely necessary, as the paper on which the passport is printed is liable to be destroyed by the frequent opening.

Accompanying the commission, the following documents will be necessary:

Please forward passport to the undersigned, and oblige.

Yours,	(Name.)
Age.....	_____
Stature.....	_____
Forehead.....(high or low)
Eyes.....(color)
Nose.....(large or small)
Mouth.....(do.)
Chin.....(round or long)
Hair.....(color)
Complexion.....(florid or sallow)
Face.....(oval or long)

(These must be filled up as the subject demands.)

As proofs of citizenship, the following must be inclosed, having been previously sworn to before a justice of the peace or notary public.

State of }
 County of } ss.

I, _____, do swear that I was born in _____, on or about the _____ day of _____, that I am a (*native-born or naturalized*) and loyal citizen of the United States, and am about to travel abroad.



Sworn to before me, this _____ }
 day of _____, 188—, _____

*Justice of the Peace
 or Notary Public.*

State of }
 County of } ss.

I, _____, do swear that I am acquainted with the above named _____, and with the facts above stated by him, and that the same are true to the best of my knowledge and belief.



Sworn to before me, this _____ }
 day of _____, 188—, _____

*Justice of the Peace
 or Notary Public.*

The following oath of allegiance it will also be necessary to inclose, having been previously sworn to in the same manner as the above :

I, _____, of _____, do solemnly swear that I will support, protect, and defend the Constitution and Government of the United States against all enemies, whether domestic or foreign, and that I will bear true faith, allegiance, and loyalty to the same, any ordinance, resolution, or law of any State, Convention, or Legislature to the contrary notwithstanding; and, farther, that I do this with a full determination, pledge, and purpose, without any mental reservation or evasion whatsoever; and, farther, that I will well and faithfully perform all the duties which may be required of me by law: So help me God.



Sworn to and subscribed before me, } _____,
 this _____ day of _____, 188—, }
Justice of the Peace
or Notary Public.

It is necessary to state the relationship existing between the different members of the same family in the application.

We would now impress two things strongly on the traveler: never give your passport up when you can help it! and always be sure that it is "*en règle.*" There is one general rule respecting passports in Europe: To leave one place for another, you must first be identified by your own consul, and obtain his visé; then you can obtain the visé of the representative of the state to which you wish to proceed; you then obtain the police visé, that you are at liberty to leave the city or country. In many places the police visé is not required; and as it depends entirely upon the political state of the country at the time, it is not necessary here to state what country or city does or does not require it. Your consul can always give you the requisite information.

On arriving at New York, we presume the traveler will wish to stop at one of the best hotels in the city. The *Brevoort*, situated in Fifth Avenue near Washington Place, has for many years maintained its reputation for being one of the very best in the city. It is conducted on the European plan.

The *Hoffman House* is also a first-class establishment, situated on Fifth Avenue in front of Madison Square. It is conducted on the European plan.

The *Brunswick Hotel* is a fine establishment, situated on Fifth Avenue, and kept on the European plan.

Gentlemen travelers unaccompanied by ladies will find most elegant apartments and a capital cuisine at *Delmonico's*, corner of Fifth Avenue and Twenty-sixth Street, one of the most central and elegant positions in the city.

In case travelers are sailing from or arriving at Boston, they will find the *Hotel Brunswick* one of the very best in the United States.

The Passage.

The "White Star Line" of Royal Mail Transatlantic Steam-ships is composed of magnificent steamers, all of about the same dimensions, and built in seven water-tight and fire-proof compartments. The speed attained is unsurpassed in average by any vessels afloat, that of the "Britannic" (from 1874 to 1879) being of eight days and eight hours from New York to Queenstown. The cabin accommodation is situated where the noise and motion are least; the conveniences for general comfort, and the lighting, ventilating, warming, and sanitary arrangements are all of the most effective description. Offices: New York, R. J. Cortis, 37 Broadway; Liverpool, Ismay, Imrie, & Co., 10 Water Street; London, Ismay, Imrie, & Co., 34 Leadenhall Street; Boston, C. L. Bartlett & Co., 115 State Street; Philadelphia, Barritt & Cattell, 51 Merchants' Exchange; Queenstown, James Scott & Co.; Paris, Genestal & Delzons, 3 Rue Scribe.

The *Liverpool and Great Western Steam-ship Company*, or Guion's line of steamers, are ships of the very best class, fitted up in the most luxurious style, and commanded by the most experienced seamen. All travelers who have crossed in them speak in the most enthusiastic terms of their comforts.

The *North German Lloyds steam-ship line*, running to Bremen, and stopping at Southampton and Havre, is a popular mode of communication direct to Germany. The vessels are large, comfortable, and ably commanded, and the pleasure tourist, who may be either going to Germany direct, or who desires to spend a few days on the Isle of Wight or in the south of England, will do well to take passage by this line instead of going roundabout to Liverpool. The steamer *Elbe* which made the passage from Southampton to New York five consecutive times in eight days, is, with the *Fulda* and *Werra*, unsurpassed in comfort. Steamers are also despatched during the season to New Orleans and Havana. L'Herbette, Kane, & Co., No. 19 Rue Scribe, Paris, agents.

One of the most successful lines which cross the Atlantic is the *Hamburg American Packet Company*, which has two services weekly: *Regular Service*, New York to Hamburg (calling at Plymouth and Cherbourg) every Thursday; Hamburg to New York (calling at Havre) every Wednesday; *Special Service* (taking but one class of cabin passengers at a low rate), New York to Hamburg direct every Saturday; Hamburg to New York (calling at Havre) every Sunday. These powerfully built ships are all commanded by men of the highest maritime ability, and the cuisine does justice to Hamburg, whose cooks for centuries have been proverbial.

This company also dispatch steamers from Hamburg and Havre during the season to the different West India Islands every two weeks, *via* Colon and Panama to all the ports in the Pacific, and *via* San Francisco to Japan and China.

Agents in Hamburg, August Bolten; New York, C. B. Richard & Co., 61 Broadway; Paris and Havre, A. Brostrom; Cherbourg, A. Bonfils et Fils.

The "National" line of steamers, sailing twice weekly from New York to Liverpool and London, and vice versa, is composed of some of the largest, most powerful, and elegant steamers that cross the Atlantic. The following instructions to their commanders is a guarantee of their safety:

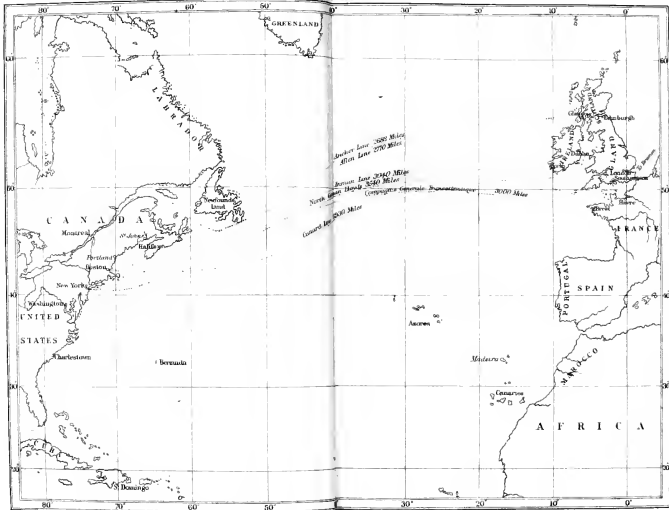
"The commanders, while using every diligence to secure a speedy voyage, are prohibited from running any risk whatever that might result in accident to their ships. They must ever bear in mind that the safety of the ships, and the lives and property on board, is to be the ruling principle that shall govern them in the navigation of their ships, and no supposed gain in expedition, or saving of time on the voyage, is to be purchased at the risk of accident. The company desires to establish and maintain the reputation of the steamers for safety, and expects such expedition on their voyages as is consistent with safe navigation."—Offices, 69 Broadway, New York; 23 Water Street, Liverpool; 7 Rue Scribe, Paris; and 57 Charing Cross, London.

The "Anchor" line of steamers is another which has met with a well-merited success. It consists of a fleet of *thirty-four* ships, as elegant, sea-worthy, and comfortable in every respect as the Clyde can produce. Travelers who wish to commence their excursions in Scotland and work up to London will find it to their advantage to take these ships, as they sail direct to Glasgow. This company has also established a regular Mediterranean line, sailing fortnightly from Genoa, Leghorn, and Naples, and weekly from Palermo and Messina; also from Spanish ports direct to New York. The advantage to travelers by these lines is inestimable, as they can return from their travels *direct*, bringing or shipping their works of art or other purchases with great safety and at low rates. The agents are Henderson Brothers, No. 7 Bowling Green, New York; Henderson Brothers, 47 Union Street, Glasgow; and Roubier & Broomhead, 3 Rue Scribe, Paris.

The *Inman*, *Union*, *Cunard*, and *Allan* are also good lines.



ATLANTIC ROUTES.



DIPLOMATIC AND CONSULAR AGENTS.

The following is a correct list of our diplomatic and consular agents resident in Europe, with the amount of compensation attached to each office. It would always be well to leave a card on your representatives, especially in out-of-the-way places, where the duties of the office are not arduous, and where the visitors are few. You will generally find them obliging and courteous.

France.

Names.	Offices.	Where stationed.	Compens'n.
L. P. Morton.....	Envoy Extr. and Min. Plen..	Paris.....	\$17,500.
J. E. Brulatour.....	Secretary of Legation.....	Paris.....	2,625.
Henri Vignaud.....	Assistant Sec'y of Legation..	Paris.....	2,000.
George Walker.....	Consul-General.....	Paris.....	6,000.
R. M. Hooper.....	Consul.....		
C. Roosevelt.....	Consul.....	Bordeaux.....	2,500.
	Consul.....	La Rochelle.....	
B. F. Peixotto.....	Consul.....	Lyons.....	2,500.
E. S. Nadal.....	Consul.....	Nantes.....	1,000.
John B. Glover.....	Consul.....	Havre.....	3,000.
Th. Wilson.....	Consul.....	Nice.....	1,500.
Adolph Gouverneur Gill.....	Consul.....	Rheims.....	Fees.
Horace A. Taylor.....	Consul.....	Marseilles.....	\$2,500.

England.

James Russell Lowell.....	Envoy Extr. and Min. Plen..	London.....	\$17,500.
W. J. Hoppin.....	Secretary of Legation.....	London.....	2,625.
Henry White.....	Assistant Sec'y of Legation..	London.....	2,000.
Adam Badeau.....	Consul-General.....	London.....	6,000.
S. B. Packard.....	Consul.....	Liverpool.....	6,000.
Edward E. Lane.....	Consul.....	Tunstall.....	2,500.
G. Thompson.....	Consul.....	Southampton.....	1,000.
C. B. Webster.....	Consul.....	Sheffield.....	2,500.
Albert D. Shaw.....	Consul.....	Manchester.....	3,000.
Alfred V. Dockery.....	Consul.....	Leeds.....	2,000.
J. Farrett.....	Consul.....	Bristol.....	1,500.
H. Fox.....	Consul.....	Plymouth.....	Fees.
Howard Fox.....	Consul.....	Falmouth.....	Fees.
Robinson Locke.....	Consul.....	Newcastle.....	\$1,500.
Evan R. Jones.....	Consul.....	Cardiff.....	2,000.
Wilson King.....	Consul.....	Birmingham.....	2,500.

Scotland.

Bret Harte.....	Consul.....	Glasgow.....	\$3,000.
W. B. Wells.....	Consul.....	Dundee.....	2,000.
J. T. Robeson.....	Consul.....	Leith.....	2,000.

Ireland.

A. B. Wood.....	Consul.....	Belfast.....	\$2,500.
E. P. Brooks.....	Consul.....	Cork.....	2,000.
B. H. Barrows.....	Consul.....	Dublin.....	2,000.
Arthur Livermore.....	Consul.....	Londonderry.....	Fees.

INTRODUCTION.

Malta.

Names.	Offices.	Where stationed.	Compens'n. Fees.
H. Ruggles.....	Consul.....	Valetta.....	

Gibraltar.

H. J. Sprague.....	Consul.....	Gibraltar.....	\$1,500.
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Austria.

A. Taft.....	Envoy Extr. and Min. Plen..	Vienna.....	\$12,000.
W. T. Strong.....	Secretary of Legation.....	Vienna.....	1,800.
James R. Weaver.....	Consul-General.....	Vienna.....	3,000.
O. V. Tousley.....	Consul.....	Trieste.....	2,000.
Charles A. Phelps.....	Consul.....	Prague.....	2,000.

Russia.

W. H. Hunt.....	Envoy Extr. and Min. Plen..	St. Petersburg.....	\$17,500.
Wickham Hoffman.....	Secretary of Legation.....	St. Petersburg.....	2,625.
E. Stanton.....	Consul-General.....	St. Petersburg.....	2,000.
E. G. van Risper.....	Consul.....	Moscow.....	2,000.
Fulton Paul.....	Consul.....	Odessa.....	2,000.
Edmund Brandt.....	Consul.....	Archangel.....	Fees.
Reynold Frenekell.....	Consul.....	Helsingfors.....	Fees.
Jas. Crowley.....	Commercial Agent.....	Amoor River.....	\$1,500.
A. Schwartz.....	Consul.....	Riga.....	Fees.

German Empire.

A. A. Sargent.....	Envoy Extr. and Min. Plen..	Berlin.....	\$17,500.
Chapman Coleman.....	Secretary of Legation.....	Berlin.....	2,625.
Frederick V. S. Crosby.....	Sec'd. Secretary of Legation	Berlin.....	2,000.
M. S. Brewer.....	Consul-General.....	Berlin.....	4,000.
Alfred E. Lee.....	Consul-General.....	Frankfort.....	3,000.
George E. Bullock.....	Consul.....	Cologne.....	2,000.
G. F. Lincoln.....	Consul.....	Aix-la-Chapelle.....	Fees.
J. M. Wilson.....	Consul.....	Bremen.....	\$2,500.
Hermaph Keifer.....	Consul.....	Stettin.....	1,000.
Th. Canisius.....	Commercial Agent.....	Geestemunde.....	Fees.
J. W. Harper.....	Consul.....	Munich.....	\$1,500.
G. H. Horstman.....	Consul.....	Nuremberg.....	2,000.
Max Obermayer.....	Consular Agent.....	Augsburg.....	Fees.
Joseph T. Mason.....	Consul.....	Dresden.....	\$2,500.
Jas. T. Du Bois.....	Consul.....	Leipsic.....	2,000.
J. L. Parish.....	Consul.....	Chemnitz.....	2,000.
J. M. Bayley.....	Consul.....	Hamburg.....	2,500.
William C. Fox.....	Consul.....	Brunswick.....	Fees.
Charles Einstein.....	Consul.....	Stuttgart.....	\$2,500.

Spain.

Hannibal Hamlin.....	Envoy Extr. and Min. Plen..	Madrid.....	\$12,000.
Dwight T. Reed.....	Secretary of Legation.....	Madrid.....	1,800.
Henry C. Marston.....	Consul.....	Malaga.....	1,500.
J. Swords.....	Consul.....	Cadiz.....	1,500.
Frederick H. Scheuch.....	Consul.....	Barcelona.....	1,500.

Italy.

Names.	Offices.	Where stationed.	Compens'n.
William W. Astor.....	Envoy Extr. and Min. Plen.	Rome.....	\$12,000.
G. W. Wurts.....	Secretary of Legation.....	Rome.....	1,800.
.....	Consul-General.....	Rome.....	3,000.
W. L. Welsh.....	Consul.....	Florence.....	1,500.
John F. Hazleton.....	Consul.....	Genoa.....	1,500.
G. H. Owen.....	Consul.....	Messina.....	1,500.
F. G. Haughwout.....	Consul.....	Naples.....	1,500.
Sampson P. Bayly.....	Consul.....	Palermo.....	1,500.
John Greenham.....	Consul.....	Spezzia.....	1,500.
C. P. Barnard.....	Consul.....	Leghorn.....	1,500.
James F. Wilson.....	Consul.....	Milan.....	1,500.
A. P. Tomassini.....	Consul.....	Ancona.....	Fees.
E. Noyes.....	Consul.....	Venice.....	\$1,000.

Denmark.

J. P. Wickersham.....	Chargé d'Affaires.....	Copenhagen.....	\$5,000.
H. B. Ryder.....	Consul.....	Copenhagen.....	1,500.
H. C. Carey.....	Consul.....	Elsinore.....	

Netherlands.

W. L. Dayton.....	Minister Resident.....	The Hague.....	\$7,500.
W. B. Wells.....	Consul.....	Rotterdam.....	2,000.
David Eckstein.....	Consul.....	Rotterdam.....	1,500.

Belgium.

N. Fish.....	Envoy Extr. and Min. Plen.	Brussels.....	\$12,000.
John Wilson.....	Consul.....	Brussels.....	2,500.
John H. Stewart.....	Consul.....	Antwerp.....	2,500.
George C. Tanner.....	Consul.....	Verviers.....	1,500.

Portugal.

J. M. Francis.....	Minister Resident.....	Lisbon.....	\$7,500.
H. W. Diman.....	Consul.....	Lisbon.....	2,000.
A. Dockery.....	Consul.....	Oporto.....	
Thomas B. Reid.....	Consul.....	Funchal.....	1,500.

Roumania.

Fulton Paul.....	Consul-General.....	Bucharest.....	\$3,000.
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Sweden and Norway.

John L. Stevens.....	Minister Resident.....	Stockholm.....	\$7,500.
N. A. Elfving.....	Consul.....	Stockholm.....	Fees.
S. W. Cooper.....	Consul.....	Gottenburg.....	Fees.
A. Grau.....	Consul.....	Bergen.....	Fees.
G. Gade.....	Consul.....	Christiania.....	Fees.

Switzerland.

Dr. M. J. Cramer.....	Chargé d'Affaires.....	Berne.....	\$5,000.
F. H. Mason.....	Consul.....	Basle.....	2,000.
Lyell T. Adams.....	Consul.....	Geneva.....	1,500.
George L. Catlin.....	Consul.....	Zurich.....	2,000.

INTRODUCTION.

Turkey.

Names.	Offices.	Where stationed.	Compens'n.
Lewis Wallace.....	Minister Resident.....	Constantinople.....	\$7,500.
G. Harris Heap.....	Consul-General.....	Constantinople.....	3,000.
John T. Edgar.....	Consul.....	Beyrout.....	2,000.
B. O. Duncan.....	Consul.....	Smyrna.....	2,000.
Joseph G. Willson.....	Consul.....	Jerusalem.....	1,500.
	Consul.....	Cyprus.....	1,000.
	Consul.....	Candia.....	1,000.

Greece.

De Witt T. Reilly.....	Consul.....	Athens.....	\$2,500.
E. Hancock.....	Consul.....	Patras.....	1,000.

Egypt.

C. M. Salvago.....	Consular Agent.....	Alexandria.....	\$3,000.
Simon Wolf.....	Agent and Consul-General.....	Cairo.....	4,000.

China.

John Russell Young.....	Envoy Extr. and Min. Plen.....	Peking.....	\$12,000.
Chester H. Holcombe.....	Sec'y Legat. and Interpreter.....	Peking.....	5,000.
Owen N. Denny.....	Consul-General.....	Shanghai.....	5,000.

Japan.

John A. Bingham.....	Envoy Extr. and Min. Plen.....	Yedo.....	\$12,000.
Durham W. Stevens.....	Secretary of Legation.....	Yedo.....	2,500.
T. P. Van Buren.....	Consul.....	Yokohama.....	4,400.
Thomas B. Van Buren.....	Consul-General.....	Kanagawa.....	4,000.
A. C. Jones.....	Consul.....	Nagasaki.....	3,000.
Julius Stahel.....	Consul.....	Osaka and Hiogo.....	3,000.

SKELETON TOURS.

The time occupied and the approximate cost.

Of course the cost of traveling depends on the style of living; but without wines it should not average over \$6 per day, devoting sufficient time to see each place properly.

FIRST TOUR.

Suppose you have only three months' time and \$700. You pay in going from New York to Liverpool by some steamers \$260, and by cheaper lines, both ways, \$150. This would leave you \$550 by going on one line, and \$440 by going on the other, or nearly \$8 per day to spend for the balance of the time if you should go by the cheap line. The best disposition of your time would be this: Ten days to Paris. From Paris to Vienna, Austria, by the way of Cologne, Düsseldorf, Minden, Brunswick, Hanover, Berlin, Dresden, and Prague. From Vienna to Paris by the way of Trieste, Venice, Padua, Verona, Milan, Genoa, and Marseilles, occupying thirty days, which, with the ten days in Paris, and ten or eleven crossing the Atlantic, would make fifty days, leaving thirty days to visit England, Ireland, and

Scotland; or, since the railroad has been finished from Munich to Vienna, instead of returning by the way of Trieste and Venice, take the road from Vienna to Strasbourg, *via* Linz, Salsburg, Munich, Augsburg, Ulm, Stuttgart, Carlsruhe, and Baden-Baden. Both trips should be made, if possible. From Munich an excursion should be made to Innsbruck, the capital of the Tyrol. The railroad is now finished. An additional ten days would take you through Belgium and Holland, *viz.* : two days to Brussels, one to the field of Waterloo, two in Antwerp, one in Rotterdam, one at the Hague, and two at Amsterdam, connecting with the previous 10 near Dusseldorf. This is sufficient time.

SECOND TOUR.

Suppose you have *four months* to spend. Take the same route as described in the first, and, starting at Milan, *via* Parma, Modena, and Bologna, taking two days, three days at Florence, eight at Rome, five at Naples, and three at Palermo—in all, with the time occupied on the steamer, thirty days.

This route will cost about \$200 extra.

THIRD TOUR.

If you have five months to spend, instead of returning direct to Paris by the way of Marseilles, you may spend thirty days very profitably by returning *via* Turin, over Mount Cenis, Geneva, Chamouni, Lake Geneva, Lausanne, Vevay, Ville-neuve, Martigny, Leukerbad, the Gemmi Pass, Interlachen, Berne, Lucerne, Zurich, Schaffhausen, Lake Constance, Bregenz, Innsbruck, Munich, Stuttgart, Bruchsal, back to Baden-Baden; thence to Heidelberg, Frankfort, Mayence, Wiesbaden, Ems, Coblenz, Bonn, and Cologne to Paris.

This tour of five months should cost about \$1200.

FOURTH TOUR.

Travelers who intend spending one year abroad, and wish to make the ascent of the Nile, “*do*” Syria and the Holy Land, Constantinople and Greece, will require a letter of credit for about \$2500.

We will suppose they sail from America on the first day of May, land at Liverpool on the tenth, remain in Great Britain up to the first of July—this is the *best* season in that country, and is the only one you can spend there without interfering with a more important portion of your trip, as there is only *one* season to ascend the Nile, and we do not wish to retrace any portion of the route—two weeks in Paris, six weeks in Switzerland, Bavaria, Wurtemberg, the Tyrol, the cities on the

Rhine, and the German watering-places; that brings us to the first of September. Then Belgium, Holland, Prussia, Saxony, Bohemia, and Austria to Vienna. From Vienna to Trieste, cross the Adriatic to Venice, through Italy to Naples, occupying two and a half months.

On the middle of November we leave Naples for Palermo, Messina, and Alexandria, arriving at Cairo about the first of December. After spending two weeks enjoying the mild and balmy atmosphere of the resting-place of the Pharaohs, we proceed up the Nile to the Second Cataract, which excursion generally occupies two months if in small boats. Steamers now make the ascent of the Nile. On returning to Cairo the first of March, having made a trip to Suez, to visit the spot whence the Children of Israel crossed the Red Sea, we pass through the Suez Canal, take steamer for Jaffa, spending the month of March and first week in April visiting Jerusalem, the Dead Sea, Jericho, and the Jordan; traveling through the centre of Syria, *via* the Lake of Galilee, to Damascus; from Damascus to the ruins of Baalbec, thence to Beyrout, where we again take steamer for Constantinople, passing Tripoli, Latakia, Alexandretta, Rhodes, Smyrna, and the Dardanelles, or by another route—more direct—stopping at Cyprus, Rhodes, and Smyrna; from Constantinople to Marseilles *via* Athens, arriving in Paris about the first of May.

FIFTH TOUR.

Should you not wish to return to Paris or London after your long absence, you may take steamer at Marseilles for Barcelona, then to Madrid by rail, making the same trip described in our tour through Spain. This trip will occupy nearly two months. This tour should not cost you over \$350 extra. These estimates are based on first-class rates and a liberal expenditure.

Experience has shown, when traveling abroad, that while on railway cars and steamers first class, the expenses are about \$10 per day; second class, \$7—that is, traveling about twelve hours per day; if day and night, nearly double. This rule will apply as well when crossing the Atlantic on some lines. If you remain a long time in a cheap country, you may make your expenses average \$3 50 or \$4 per day; for instance: A tour of one year, spending three weeks on the Nile, two months in the Holy Land, may be made for \$2120; viz.:

Passage to London.....	\$100
“ to Alexandria and Cairo.....	130
Return	240
Three weeks on the Nile.....	200
Two months in Palestine, at \$8 per day.....	480
Seven months in cheap countries, at \$4.60 per day.....	970
	\$2120

This, it will be recollected, is first class. There is no second class on the Nile or in Syria—that is, *nominal* second class; but you have many classes of boats on the Nile, and many classes of horses in the Holy Land. Don't bargain for low rates, or you will be served accordingly.

The same *can* be done for about \$300 less, *second class*.

For \$400 a fine excursion (going second class) can be made to London and the

Continent, occupying two and a half months, viz. : *via* London, Cologne, Basle, Lucerne, St. Gothard Pass, Lake Maggiore, Milan, Venice, Trieste, Vienna, Prague, Dresden, Berlin, Brussels, Paris, to Southampton. An additional hundred dollars would pay for a fine excursion through Great Britain, taking the steamer at Queenstown. By reversing this route, going first to Vienna *via* Berlin, and returning *via* Venice and Milan to Genoa, fifty additional dollars will pay your expenses to Naples *via* Florence and Rome, returning by Marseilles to Paris.

In addition to the above tours, we wish to call attention to the fact that the same may be made at a great reduction in price by availing one's self of special arrangements made by the Cook Tourist Agency, 371 Strand, London, with the different railroad and steamboat companies of Great Britain and on the Continent. You can travel alone with your own family or party, or join a party of strangers all at the same price. This firm takes or sends all its people first class, and stops at first-class hotels, and certainly for one third less the cost to a traveler than traveling on his own account.

The coupons for the different countries are printed in English, with the French, German, and Italian on the opposite page, obviating the necessity of the courier in translating, many of the employés in all the hotels speaking English.

It is absolutely necessary, when traveling in Europe by railway, to be at the station full fifteen minutes before the starting-time, in order to get your ticket, as well as to attend to your baggage, see it checked, or placed on the cars. The quantity of luggage you can take inside the car depends on whether you are first class or not, first-class passengers always having more privileges.

Always refer to your guide-book before you arrive at a city, and make up your mind at what hotel you intend to stop, and, when pestered by employés or commissionaires, name the hotel as if an old visitor.

In describing routes, it is almost impossible to tell a traveler which he or she ought to take, as it depends entirely on one's tastes or the time one has to spare. One might prefer to stop at Birmingham to examine the manufacture of guns, while another would prefer visiting Coventry to see some thirty thousand persons employed in the weaving and dyeing of ribbons; another, with a taste for the fine arts and the beautiful in nature, would prefer visiting Chatsworth, the lovely palace and grounds of the Duke of Devonshire; while still another would prefer, above all, to visit the classic grounds of the Bard of Avon, to sit in the high-backed chair, in the chimney-corner where he courted the lovely daughter of old Dame Hathaway, or stand on that simple stone under which lie his mortal remains in the parish church of Stratford-upon-Avon; some may have time and taste for all, some for only one; we will consequently describe the most prominent routes in a direct line, or nearly so, asking the traveler to examine his map on arriving at each stopping-place, find in the index the names of places of importance in the vicinity, read them carefully, then diverge or continue as his tastes or time may dictate.

In Great Britain most of the routes are commenced from London, as you may enter the British Isles at Queenstown, Glasgow, Liverpool, Southampton, New Haven, Dover, Folkstone, or Harwich; at whichever point you enter you have only to reverse the route to London, then commence from that capital.

THE BEST AND MOST DIRECT ROUTES FROM LONDON TO THE PRINCIPAL PORTS, CITIES, AND PLACES OF INTEREST IN EUROPE, ASIA, AFRICA, AND AMERICA.

London to Alexandria, Egypt; average time, six days. The cheapest and shortest sea route is *via* Paris, St. Gothard Tunnel, Bologna, and Brindisi; from Brindisi by the steamers of the Peninsular and Oriental Company. Fare, £90; average sea passage, 73 hours. Or *via* Harwich, Rotterdam or Antwerp, Cologne, Munich, and the Brenner Pass; fare to Brindisi, £59 28.

The steamers of the *Messageries Maritimes*, leaving Marseilles every Thursday, take six days; the *Brindisi Route* is *therefore preferable*. On it no passengers are taken on the French and North Italian lines. Sleeping-berth for entire distance, £18 25.

Brindisi may be reached *via* Ostend, Brussels, Cologne, Munich, and Bologna. at an additional cost of £8 and one more day's travel.

London to Amsterdam, *via* Harwich (Great Eastern Railway) and steamer to Rotterdam (daily); time, 18 hours; fare, £9.

London to Antwerp, *via* Harwich (this route is highly recommendable), whence by boat direct; time, 14 hours; fare, £6 50. Or *via* Ostend (whence by rail), in 10 hours; fare, £11 50.

London to Athens, Greece; time, *via* Trieste, 5 days 8 h., *via* the Austrian Lloyd's steamers, which generally leave Trieste every Saturday at 2 P.M., change steamers at Syra, and arrive at Athens Tuesday morning. This is considered the best route.

London to Baden-Baden, *via* Calais and Paris; time, 27½ hours; fare, £28 50.

London to Barcelona, *via* Paris and Perpignan, in 46 hours; fare, £43.

London to Basle, *via* Calais, Amiens, Laon, and Belfort, in 20 hours; fare, £27 25. Or *via* Harwich and Rotterdam; time, 33 hours; fare, £20 15.

London to Belfast, *via* Dublin; time, 16 h. 40 m.; fare, £3 5s. 6d. *Via* Greenore; time, 17 h. 40 m.; fare, £2 5s. 6d. *Via* Fleetwood; time, 18 h.; fare, £2 5s.

London to Berlin (daily), *via* Calais, Blandain, Brussels, Cologne, Hanover, and Brunswick; time, 36 hours; fare, £34. Or *via* Harwich, Rotterdam, and Oberhausen; time, 35 hours; fare, £21.

London to Bombay (every two weeks), *via* the Suez Canal; fare about £260.

London to Bordeaux, *via* Paris; time, 26 hours; fare, £27. If by Newhaven and Dieppe, about £22.

London to Boulogne (daily), by steamer in 8 hours; fare, £2 75; and *via* the South-eastern Railway in 4 hours; fare, £7 50.

London to Brunswick, Germany, *via* Harwich (daily); time, 29 hours; fare, £17 50.

London to Brussels (twice a day), *via* Ostend; time, 9¾ h.; fare, £12. Or *via* Harwich and Antwerp; time, 17 h.; fare, £6 25. *Via* Calais; time, 9 h.; fare, £12 45.

London to Calais (daily); time, 4 h. 30 m.; fare, £7 50. Channel trip; time, 1½ h.

London to Calcutta, *via* the Suez Canal (monthly); fare, £275.

London to the Cape of Good Hope (every two weeks); fare, £157.

London to Chamounix, Sardinia (daily), *via* Paris, Macon, and Geneva; time, 47 h. 30 m.; fare, £31 50.

London to Christiania, *via* Cologne, Minden, Hamburg, and Kiel; time, 4 days; fare, £41 50. Or steamer from London to Hamburg, thence to Altona and Kiel; time, 4 days; fare, £23 50. Or by steamer direct from London, in 56 hours; fare, £20.

London to Cologne (daily), *via* Calais and Dover, Brussels, Liege, and Verviers; time, 15½ hours; fare, £17. Also *via* Harwich, Rotterdam, Utrecht, Emerich, and Oberhausen; time, 20 hours; fare, £14 25. And *via* Rotterdam; fare, £13 25.

London to Lake Como (daily), *via* Paris, Strasbourg, Basle, Lucerne, St. Gothard Tunnel, Bellinzona, and Lugano; time, 31 h. 55 m.; fare, £35 50. (See Route 34, Vol. III.)

THE BEST AND MOST DIRECT ROUTES FROM LONDON

London to Constance, Switzerland (daily), *via* Calais, Brussels, Cologne: time, 58 hours; fare, §34. Also *via* Harwich, Cologne, in 34 hours; fare, §27. Also *via* Frankfort, Stuttgart, Ulm, and Friedrichshafen; time, 49 hours; fare, §35 50.

London to Constantinople, *via* Paris, Macon, Mont Cenis, Turin, Bologna, and Ancona (from Ancona the Austrian Lloyd's steamers sail weekly, touching at Athens and Smyrna); time, 10 days. Or *via* Paris, Marseilles, and the Messageries Maritimes' steamers; time, 8 days; fare, §114. Or *via* Cologne, Linz, Vienna, Basiash, by the Danube to Rustchuk, Varna, and Constantinople; time, 10 days; fare, §110.

London to Copenhagen (daily), *via* Calais and Dover, Brussels, Cologne, Minden, Hanover, Lünebourg, Hamburg, Kiel, thence to Korsör by steamer, and Copenhagen by rail; time, 46 hours; fare, §38 50. Or *via* Hamburg by steamer direct, Altona, Kiel, and Korsör; time, 4 days; fare, §16.

London to Damascus, *via* Paris, Marseilles, and Beyrout, steamers weekly from Marseilles; time, 13 days; fare, §163. Or *via* Paris, Mont Cenis, Turin, Bologna, Ancona, and by the Austrian Lloyd's steamers to Beyrout, and diligence to Damascus; time, 15 days; fare about the same as the other route.

London to Dantzic, *via* Cologne and Berlin (daily); time, 52 hours; fare, §44 50.

London to Dieppe (daily), *via* Newhaven; time, 7½ hours; fare, §4 50.

London to Dover, several times daily; time (express), 1 h. 45 m.; fare, £1.

London to Dresden (daily), *via* Calais, Brussels, Cologne; time, 42 hours; fare, §35 25. Daily, *via* Harwich, in 40 hours; fare, §25. Or *via* Rotterdam by steamer, rail to Oberhausen, in 40 hours; fare, §28.

London to Dublin, from Euston Station by London and Northwestern Railway, in 11 h. 5 m.; fare, £3. (See Route 87 and p. 217.)

London to Dusseldorf, by steamer, stopping at Rotterdam, then up the Rhine; time, 30 hours; fare, §7 50. Or *via* Harwich and Rotterdam, in 22 hours; fare, §12 26. Or *via* Calais and Aix-la-Chapelle; time, 22 hours; fare, §19.

London to Edinburgh, twice each day; time, 12 hours.

London to Florence (daily), *via* Paris,

Macon, Mont Cenis, Turin, and Bologna; fare, §56 50; time, 48 hours. Also *via* Marseilles, Genoa, and Spezzia; time, 42 hours; fare, §44 44. Also *via* Harwich, Rotterdam or Antwerp, Cologne, Munich, and the Brenner Pass; fare, §49 39.

London to Frankfort-on-the-Main (daily), *via* Calais and Dover, Brussels, Liege, Verviers, and Cologne; time, 24 hours; fare, §21 50. Or *via* Paris and Cologne; time, 27 hours; fare, §30. Or *via* Harwich, Rotterdam, Cologne, and Coblentz; time, 27 hours; fare, §16 25—that is, by express from Cologne. If by steamer from Cologne to Mayence, the time will be six hours longer.

London to Freiburg, Germany (daily), *via* Calais and Dover, Brussels, Cologne, and Mayence; time, 31 h. 30 m.; fare, §26. Or *via* Paris and Strasbourg; time, 22 hours; fare, §29 25. Or *via* Harwich, Rotterdam or Antwerp, and Cologne; fare, §23 07.

London to Geneva (daily), *via* Calais and Dover, Paris and Macon; time, 27 hours (express); fare, §27 50. Or *via* Dieppe and Newhaven; time, 32 hours (actual traveling); fare, §20.

London to Genoa, *via* Calais and Dover, Paris, Marseilles, and Nice (daily); time, 30 hours; fare, §29 50. Or *via* Dieppe and Newhaven; time, 36 hours; fare, §22.

London to Gibraltar (weekly), by steamers from Liverpool; fare, §47.

London to Glasgow, by London and Northwestern Railway and Cal. Railway, in 10½ hours. (See Routes 62, 84, 88.)

London to Gottenburg, Sweden (weekly); fare, §15 75.

London to the Hague (daily), *via* Harwich and Rotterdam; time, 14 hours; fare, §7.

London to Hamburg (daily), *via* Harwich and Rotterdam; time, 28 hours; fare, §19. *Via* Ostend, Cologne, and Hanover (daily); time, 31 hours; fare, §30. Or by steamer direct; time, 40 hours; fare, §10.

London to Hanover (daily), *via* Harwich and Rotterdam; time, 28 hours; fare, §18. Or *via* Ostend, Brussels, and Cologne; time, 27 hours; fare, §25 50.

London to Havre (daily), *via* Southampton; time, 10 h. 30 m.; fare, §6 75.

London to Heidelberg, *via* Calais and Dover, Paris and Strasbourg (daily); time, 28 hours; fare, §30. Or *via* Calais, Brus-

TO THE PRINCIPAL PORTS, CITIES, PLACES OF INTEREST, ETC.

sels, Cologne, and Mayence; time, 26 h. 35 m.; fare, \$22 75. Daily, *via* Harwich; time, 28 hours; fare, \$18 50.

London to Homburg, via Harwich, Rotterdam, Cologne, and Frankfort (daily); time, 27 hours; fare, \$16 25. Or *via* Calais and Dover, Brussels, Cologne, Mayence, and Frankfort; time, 25 hours; fare, \$22.

London to Hong Kong, via Calais and Dover, Paris, Marseilles, Suez Canal, Point de Galle, and Singapore (weekly); time, 38 days; fare, \$492 50.

London to Innsbruck (daily), *via* Calais and Dover, Paris, Strasbourg, Munich, Rosenheim, and Kufstein; time, 40 hours; fare, \$41 25.

London to Interlachen, via Calais and Dover, Paris, Belfort, Muhlhouse, Basle, Berne, and Thun (daily); time, 32 hours; fare, \$30 25.

London to Jerusalem, via Paris, Macon, Culoz, Mont Cenis Tunnel, Turin, Bologna, Ancona, and steamer (Austrian Lloyd's) to Jaffa, by diligence from Jaffa to Jerusalem; time, 14 days. Or *via* Paris, Lyons, Marseilles, Messina, Alexandria, and Beyrout by the Messageries Maritimes' steamers from Marseilles (the cost by this route is somewhat higher); time, 9 days.

London to Kiel (daily), *via* Harwich, Rotterdam, and Hamburg; time, 34 hours; fare, \$17 50.

London to Kissingen, Bavaria (daily), *via* Calais and Dover, Brussels, Cologne, Frankfort, and Gemunden; time, 26 hours; fare, \$32.

London to Lausanne (daily), *via* Calais and Dover, Paris, Dijon, Dole, and Pontarlier; time, 30 hours. By leaving London at 7.40 A.M., and taking the express train from Paris at 8 P.M., the traveler will arrive at Lausanne at 1.40 P.M. next day; fare, \$28 50. If by Newhaven and Dieppe, Paris and Dijon, time 42 hours; fare, \$21.

London to Leipzig, via Harwich and Rotterdam; time, 34 hours; fare, \$22.

London to Leghorn, via Calais and Dover, Paris, Lyons, Marseilles, Nice, Genoa, and Spezzia; time, if steamer is taken from Genoa to Leghorn (9 hours), 39 hours; fare, \$34. If *via* Dieppe and Newhaven, time, 45 hours; fare, \$24 50. Or *via* Calais and Dover, Paris, Dijon, Macon, Culoz,

Mont Cenis Tunnel, Turin, and Genoa; time, 47 hours; fare, \$42. Many travelers take a diligence or carriage to Spezzia, from which point the railroad is finished to Leghorn and Florence. The road will soon be finished the entire distance.

London to Lisbon, via Calais and Dover, Paris, Bordeaux, Bayonne, Madrid, Ciudad-Real, and Badajoz (daily); time, 3 days, 8 h.; fare, \$69 20. Or *via* steamer from Southampton, in 3½ days; fare, \$42.

London to Liverpool, from Euston Station by L. and N. W. R'y, in 5 h.; fare, £1 9s., Route 84. From *Paddington*, by G. W. R'y, in 5 h. 25 m.; fare, £1 9s. (Oxford, Leamington, and Chester), Route 85.

London to Londonderry; rail, Euston to Fleetwood; time, 5 h. 2 m. *Steamer to Belfast*; time, 11 h.; rail to Londonderry, 3½ h.; fare, £3 10s.

London to Lucerne, Switzerland, via Calais and Dover, Paris, Belfort, Muhlhouse, Basle, and Olten; time, 29 h.; fare, \$29. Or *via* Dieppe and Newhaven, Paris, Muhlhouse, and Basle; time, 36 h.; fare, \$21 50.

London to Lyons, France, via Calais and Dover; time, 21 hours; fare, \$28. Or *via* Newhaven and Dieppe, Paris and Macon; time, 28 hours; fare, \$20 50.

London to Madeira, via Liverpool (three times each month); time, 7 days; fare, \$96.

London to Madrid, via Calais and Dover, Paris, Bordeaux, Bayonne, Burgos; time, 47 hours; fare, \$46. Or *via* Newhaven and Dieppe; time, 45 hours; fare, \$43 50.

London to Malaga, via Calais and Dover, Paris, Bordeaux, Madrid, Cordova; time, 73 hours; fare, \$60. If Spain should be in a disturbed state (its normal condition), the best route would be *via* Paris and Marseilles, by steamer to Malaga (*via* Barcelona); time, 7 days; fare, \$62. Or *via* Dieppe, Newhaven, Paris, and as above; fare, \$58.

London to Malta (weekly), *via* Liverpool and Gibraltar; fare, \$60.

London to Marseilles, via Calais and Dover, Paris and Lyons; time, 25 hours; fare, \$35 50. If *via* Newhaven and Dieppe, time, 34 hours; fare, \$27 50.

London to Mayence, via Calais and Dover, Brussels; time, 23 hours; fare, \$21. *Via* Harwich and Rotterdam (daily); time, 25 hours; fare, \$15 50.

London to Milan, via Calais and Dover, Laon, Basle, Lucerne, and St. Gothard

THE BEST AND MOST DIRECT ROUTES FROM LONDON

Tunnel, in 33 h. 41 m. ; 1330 km. ; fare, 179 fr. 95 c. (§36).

London to Modena, Italy (daily), *via* Calais and Dover, Paris, Culoz, Turin, Alessandria, Piacenza, and Parma ; time, 40 hours ; fare, \$41 25. Or *via* Newhaven and Dieppe, Paris, and as above ; time, 46 hours ; fare, \$33 75.

London to Moscow, *via* Calais and Dover, to Brussels, Cologne, Berlin, Warsaw, Brest, and Smolensk ; time, 4 days ; fare, \$74.

London to Munich, *via* Harwich and Cologne ; time, 36 hours ; fare, \$27 50. *Via* Calais and Dover, Paris, Strasbourg, Stuttgart, in 36 hours ; fare, \$37. *Via* Newhaven and Dieppe in 42 hours ; fare, \$29 50.

London to Naples, *via* Calais and Dover, Paris, Macon, Mont Cenis, Turin, Bologna, and Foggia (daily) ; time, 59 hours ; fare, \$58 14. Or by the St. Gothard in 44 h., *via* Milan ; fare, about the same. Steamers may be taken at Marseilles direct to Naples. Or, instead of taking the Brindisi route *via* Ancona and Foggia, the route *via* Bologna, Florence, and Perugia may be taken ; time a little longer ; fare about the same. If from Austria, the Austrian Lloyd's steamers from Trieste to Ancona (sailing weekly) ; thence by rail to Naples *via* Foligno and Rome, or *via* Foggia. If *via* Dieppe and Newhaven from London to Paris, the fare will be \$50 64 ; time, 65 hours.

London to Naples, *via* Harwich, Rotterdam or Antwerp, Cologne, Munich, and the Brenner Pass ; fare, \$59 39.

London to Nice, *via* Calais and Dover, Macon, Lyons, Marseilles, and Toulon (daily) ; time, 31 h. 30 m. ; fare, \$41. Or *via* Newhaven and Dieppe ; time, 37 hours ; fare, \$33 50.

London to Ostend, *via* Dover, by rail and steamer to Ostend (daily) ; time, 7 hours ; fare, \$9 55.

London to Palermo, *via* Calais and Dover, Paris, Lyons, and Marseilles, and by the Messageries Maritimes' steamers to Palermo ; time, 76 hours ; fare, \$68 50. Or *via* Calais and Dover, Paris, Mont Cenis, Bologna, Foggia, and Naples. Then by steamer to Palermo in 18 hours ; time, 77 hours ; fare, \$66 30. Or *via* Newhaven and Dieppe, Paris, and Naples ; time, 84 hours ; fare, \$59.

London to Paris (twice daily), *via* Calais and Dover, and Amiens ; time, 10 hours ;

fare, \$15. Or *via* Folkestone and Boulogne (tidal train) ; time, 8½ hours ; fare, \$14. Or *via* Newhaven, Dieppe, and Rouen ; time, 11½ hours ; fare, \$8 25. Or *via* Southampton and Havre ; time, 19½ hours ; fare, \$8 25. Or *via* Cherbourg and Weymouth, in 26 hours ; fare, \$15 50.

London to Parma, *via* Calais and Dover, Paris, Mont Cenis, and Turin (daily) ; time, 38 h. 30 m. ; fare, \$40.

London to Pau, *via* Calais and Dover, Paris, Bordeaux, and Dax (daily) ; time, 30 hours ; fare, \$35. Change cars at Dax.

London to Pesh, *via* Calais and Dover, Paris, Munich, and Vienna (daily) ; time, 56 h. 20 m. (express) ; fare, \$55 25.

London to Prague (daily), *via* Calais and Dover, Brussels, Cologne, Leipzig, and Dresden ; time, 46 hours ; fare, \$39 45.

London to the Rhine. (The Rhine is very tame below Cologne, and not much better above Mayence. During the season—June to October—take steamer at Cologne or Bonn, and leave at Mayence.) To Cologne, *via* Harwich and Rotterdam, \$11 75. To Cologne, *via* Calais and Dover, Brussels, Liege, Verviers ; time, 19 hours ; fare, \$18.

London to Rome, *via* Harwich, Rotterdam or Antwerp, Cologne, Munich, and the Brenner Pass ; fare, \$52 75.

London to Rome (daily), *via* Calais and Dover, Lucerne, St. Gothard Tunnel, and Milan, in 38 h. ; fare, \$52 50. (See Route 34, Vol. III.) By Marseilles and Nice, 52 h. 33 m. ; fare, \$55 16. Or *via* Calais, Paris, Macon, Mont Cenis, Turin, Bologna, and Florence ; time, 55 hours ; fare, \$65 10. Or *via* Newhaven, Dieppe, and Paris.

London to Rotterdam, *via* Calais and Brussels (daily) ; time, 19 hours ; fare, \$15 25. Or *via* Harwich, by steamer direct ; time, 13 hours ; fare, \$6 50.

London to Schlangenbad, *via* Calais, Cologne, and Wiesbaden ; time, 30 hours ; fare, \$21 40.

London to Schwalbach, *via* Calais and Dover, Cologne, Biebrich, Wiesbaden, thence by diligence to Schwalbach ; time, 30 hours ; fare, \$20 75.

London to Spa, *via* Ostend, Brussels, Liege, Verviers, and Pepinster ; time, 14 h. 20 m. ; fare, \$14 12.

London to St. Moritz, Switzerland, *via* Calais and Dover, Paris, Muhlhouse, Basle, Zurich, and Coire, thence by diligence.

London to St. Petersburg, *via* Harwich,

TO THE PRINCIPAL PORTS, CITIES, PLACES OF INTEREST, ETC.

Rotterdam, Hanover, and Berlin; time, 62 hours; fare, \$54 56.

London to St. Petersburg (daily), *via* Calais and Dover, Cologne, Berlin, Warsaw, and Rigi; time, 64 h. 20 m. (express); fare, \$67 50. Also by steamer to Hamburg, railway to Lubeck, thence by steamer to St. Petersburg, in 6 days; fare, about \$45.

London to Stuttgart, *via* Harwich; time, 31½ hours; fare, \$21 25. *Via* Ostend, Brussels, Cologne, and Bruchsal; time, 29 h. 30 m.; fare, \$25 50.

London to Tours (daily), *via* Calais and Dover, Paris; time, 16 hours; fare, \$20. Or *via* Newhaven and Dieppe, Paris; time, 22 hours; fare, \$12 50.

London to Trieste, *via* Harwich, Rotterdam or Antwerp, Cologne, Munich, and the Brenner Pass; fare, \$17 32.

London to Trieste, *via* Calais, Brussels, Cologne, Mayence, Nuremberg, Regensburg, Linz, and Trieste; time, 64 hours; fare, \$54. Or *via* Paris, Strasbourg, Munich, Salzburg, and Vienna; time, 64 h. 40 m.; fare, \$65.

London to Turin, *via* Calais and Dover, Paris, Mont Cenis, and Susa; time, 34 hours; fare, \$34 75.

London to Venice, *via* Harwich, Rotterdam or Antwerp, Cologne, Munich, and the Brenner Pass; fare, \$42 75.

London to Venice (daily), *via* Calais and Dover, Laon, Basle, St. Gothard, Milan, Verona, and Padua; time, 31 h. 15 m.; fare, \$43 15. By Paris and Mont Cenis, 46 hours; fare, \$37.

London to Verona, *via* Harwich, Rotterdam or Antwerp, Cologne, Munich, and the Brenner Pass; fare, \$39 61.

London to Vichy (daily), *via* Calais and Dover, Paris; time, 24 hours (four hours in Paris); fare, \$23 25. Or *via* Newhaven and Dieppe, Paris; time, 30 hours; fare, \$15 75.

London to Vienna (daily), *via* Harwich; time, 51 hours; fare, \$37 50. Or *via* Calais and Dover, Paris, Strasbourg, Stuttgart, and Munich; time, 48 hours; fare, \$49 75.

Or *via* Newhaven and Dieppe, Paris, and as above; time, 54 hours; fare, \$42 25.

London to Warsaw (daily), *via* Calais and Dover, Brussels, Cologne, Berlin, and Bromberg; time, 41 hours; fare, \$44.

London to Wiesbaden (daily), *via* Harwich; time, 27 hours; fare, \$15 75. Or *via* Calais and Dover, Brussels, Liege, Verviers, and Cologne; time (by rail from Cologne), 24 hours; fare, \$20 75. If by steamer from Cologne, 31 hours.

London to Willbad (Baths), *via* Calais and Dover, Paris, Strasbourg, Carlsruhe, and Pforzheim; time, 32 hours; fare, \$30 40.

London to Zurich, *via* Calais and Dover, Paris, and Basle; time, 29 h. 30 m.; fare, \$30 85. Or *via* Newhaven and Dieppe; time, 35 hours; fare, \$23 35.

All the above fares are first class. If traveling second class, the fare averages about twenty-five per cent. less; the time is by express train.

By adding the ocean fare to the above, and doubling the amount, the traveling cost from the United States to any of the above-mentioned places will be ascertained. Twenty francs, or four dollars, per day, will be the average price for first-class hotels. Then some allowance must be made for cabs, carriages, and fees for baggage, etc. In England there is no extra charge for baggage. In Switzerland and Italy none at all is allowed. In most other countries one hundred pounds is allowed to every first-class passenger; beyond that amount one pays extra.

London to the East, *via* the Suez Canal. The Peninsular and Oriental Company dispatch their steamers from Southampton, *via* the Suez Canal, every Thursday for the Mediterranean and Bombay; every second Thursday for Ceylon, Madras, Calcutta, China, Japan, Australia, and New Zealand; every fourth Thursday for Queensland. Corresponding steamers are dispatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, Aiden, and Bombay.

The above calculations are based on the ordinary rate of speed by express trains.

THE BEST AND MOST DIRECT ROUTES FROM PARIS TO THE PRINCIPAL CITIES AND PLACES OF INTEREST IN GREAT BRITAIN AND THE CONTINENTS OF ASIA, AFRICA, AND EUROPE.

The time is by the quickest trains and steamers, and the fares *first class*. The second class averages about twenty-five per cent. less. First class is always preferable if the traveler can afford it, the second never being equal in comfort.

By referring to the Index at the end of this volume, the names of places mentioned in the different routes will be found.

Paris to Adelsburg (cave of), Austria, *via* Strasbourg, Stuttgart, Munich, Vienna, and Gratz; or cross the Brenner Pass from Munich *via* Kufstein, Innsbruck, Verona, Venice, and Trieste; or by rail from Verona and Udine; time, 48 h. 40 m.; fare, \$47 55. The former route is the cheapest and quickest, although appearing longest on the map.

Paris to Aigle-les-Bains, Switzerland, *via* Dijon, Dole, Neufchatel, Lausanne, and Vevay; time, 17 hours 30 m.; fare, \$14 90.

Paris to Air-la-Chapelle (seven departures daily), *via* Creil, Compiègne, Tergnier, St. Quentin, Maubeuge, Charleroi, Namur, and Liege; time, 10 h. 15 m.; fare, \$9 50.

Paris to Air-les-Bains, France (two departures daily), *via* Fontainebleau, Melun, Dijon, Beaune, Macon, Ambérieu, and Culoz; time, 13 h. 29 m.; fare, \$14 40.

Paris to Alexandria, Egypt (twice a week), *via* Dijon, Macon, Culoz, Mont Cenis, Turin, Bologna, Ancona, and Brindisi; time, 5 d. 12 h.; fare, \$75 50. Or *via* the Messageries Maritimes of Marseilles; time, 6 d. 20 h.; fare, \$111 24.

Paris to Algiers, *via* Dijon, Lyons, Marseilles, and Barcelona; time to Marseilles, 16 hours, and *via* the Messageries Maritimes' steamers, 39 hours; steamers generally sail Saturday afternoons at 5 P.M. Leaving Paris by the express train, 7.15 P.M. Friday, the traveler will have six hours in Marseilles before the sailing of the steamer; fare to Marseilles, \$21 50.

Paris to Amiens, France, *via* Creil; time, 2 h. 40 m.; fare, \$3 20.

Paris to Amsterdam, *via* Amiens, Lille, Mons, Brussels, Rotterdam, and the Hague; time, 12 h. 50 m.; fare, \$12 10.

Paris to Ancona, Italy, *via* Dijon, Macon, Culoz, Mont Cenis, Turin, and Bologna; time, 33 h. 40 m.; fare, \$32 28.

Paris to Antwerp (two departures daily), *via* Amiens, Lille, Mons, and Brussels; time, 8 h. 48 m.; fare, \$9 56.

Paris to Arles, France, *via* Dijon, Macon, and Lyons; time, 17 h. 50 m.; fare, \$19 10.

Paris to Arona, Lake Maggiore, Italy, *via* Dijon, Macon, Culoz, Mont Cenis, Turin, and Novara; time, 24 h. 30 m.; fare, \$23 60.

Paris to Athens (weekly), *via* Dijon, Macon, Mont Cenis, Turin, Bologna, Ancona, Brindisi; if *via* the Austrian Lloyd's steamers, the traveler stops at the islands of Corfu, Cephalonia (Argostoli), Zante, Cerigo, and Syra; change steamers at Syra; every other week to Piræus (Athens); time, 7 d. 4 h. (46 h. 45 m. to Brindisi); fare, \$81 50. Direct *via* Marseilles (every two weeks), 5 d. 18 h.; fare, \$80 90.

Paris to Augsburg, Bavaria (two departures daily), *via* Chalons, Nancy, Strasbourg, Carlsruhe, Bruchsal Junction, and Stuttgart; time, 22 h. 50 m.; fare, \$21 50.

Paris to Avignon, France, *via* Fontainebleau, Dijon, Macon, and Lyons; time, 16 h. 34 m.; fare, \$18 25.

Paris to Baden, Austria (Baths), daily, *via* Strasbourg, Stuttgart, Munich, and Vienna; time, 36 h. 40 m.; fare, \$36.

Paris to Baden, Switzerland, *via* Belfort, Muhlhouse, Basle, and Olten; time, 17 hours; fare, \$14 50.

Paris to Baden-Baden (two departures daily), *via* Chalons, Nancy, and Strasbourg; time, 13 h. 20 m.; fare, \$14.

Paris to Bagnères de Bigorre (Pyrenees), *via* Orleans, Tours, Poitiers, Angoulême, Bordeaux, and Tarbes; time, 19 h.

THE BEST AND MOST DIRECT ROUTES FROM PARIS.

35 m. ; fare, \$21. (The waters of this place are very efficacious in cases of gout.)

Paris to Bagneres de Luchon, Pyrenees, via Orleans, Tours, Bordeaux, Tarbes, and Montrejean ; time, 22 h. 50 m. ; fare, \$23.

Paris to Bamberg, Germany, via Cologne, Coblentz, Mayence, Frankfurt, and Wurzburg ; time, 24 h. 30 m.

Paris to Barcelona, via Bordeaux, Bayonne, Pampeluna, and Saragossa ; time, 46 hours ; fare, \$38 50.

Paris to Basle, via Belfort and Muhlhouse ; time, 10 h. 35 m. ; fare, \$12 80.

Paris to Bath, England, via London and Reading ; time, 14 hours ; fare, \$17 25.

Paris to Bayonne, via Tours, Poitiers, and Bordeaux ; time, 17 h. 40 m. ; fare, \$19 25.

Paris to Belfast, Ireland, via London ; time, 27 h. 40 m. ; fare, \$29 50.

Paris to Belfort, via Troyes, Chaumont, and Langres ; time, 11 hours day train, and 10 h. 20 m. night train ; fare, \$10 90.

Paris to Berlin, via Liege, Cologne, and Magdeburg ; time, 24 h. 20 m. ; fare, \$25 20.

Paris to Berne, via Dijon, Belfort, Delémont, and Bienné ; time, 13 h. 13 m. ; fare, \$13 60.

Paris to Bethlehem, via Mont Cenis, Brindisi, Alexandria, Port Said, Jaffa, and Jerusalem (Austrian Lloyd's) ; time, 15 days ; fare, \$125.

Paris to Bex, Switzerland, via Dijon, Dole, Pontarlier, Lausanne, and Vevay ; time, 18 h. 40 m. ; fare, \$15. Or via Dijon, Macon, and Geneva ; time and fare about the same as above.

Paris to Beyrout, via Macon, Mont Cenis, Bologna, Brindisi, Corfu, Zante, Syra, Smyrna, Rhodes, and Cyprus ; time, 14 days ; fare, \$118.

Paris to Buirritz, via Orleans, Tours, Bordeaux, and Bayonne ; time, 16 h. 49 m. ; fare, \$19 53.

Paris to Bingen, on the Rhine, via Liege, Aix-la-Chapelle, and Cologne ; time, 15 h. 25 m. ; fare, \$14 60.

Paris to Birmingham, via Calais, Dover, and London ; time, 12 h. 30 m. ; fare, \$17 50.

Paris to Blois, via Etampes and Orleans ; time, 4 h. 13 m. ; fare, \$4 40.

Paris to Bologna, via Clermont and Amiens ; time, 4 h. 20 m. ; fare, \$6 25.

Paris to Bombay, via Macon, Mont Ce-

nis, Bologna, Brindisi, Alexandria, and Suez (every other week) ; time, 18 days ; fare, \$353.

Paris to Bonn, Germany, via Compiègne, Liege, Aix-la-Chapelle, and Cologne ; time, 15 hours ; fare, \$12 37.

Paris to Bordeaux, via Orleans, Tours, and Poitiers ; time, 9 h. 40 m. ; fare, \$14 40.

Paris to Bormio, via Belfort, Basle, Zurich, Coire, Samaden, and Sirano ; time, 43 hours ; fare, \$25 30.

Paris to Boulogne, via Creil and Amiens ; time, 4 h. 40 m. ; fare, \$6 25.

Paris to Bregenz, Tyrol, via Belfort, Muhlhouse, Basle, Zurich, and Romanshorn ; time, 21 h. 20 m. ; fare, \$17 30.

Paris to Bremen, via Liege, Cologne, Minden, and Hanover ; time, 20 h. 20 m. ; fare, \$18 75.

Paris to Brest, via Chartres, Le Mans, Rennes, and Morlaix ; time, 14 hours ; fare, \$15 35.

Paris to Brienz, via Berne, Thun, and Interlachen ; time, 20 h. 45 m. ; fare, \$16 20.

Paris to Brighton, England, via Rouen, Dieppe, and Newhaven ; time, 18 hours ; fare, \$8 75.

Paris to Brindisi, via Macon, Mont Cenis, Turin, Bologna, and Ancona ; time, 50 h. 30 m. ; fare, \$45 80.

Paris to Bruges, via Brussels ; time, 8 h. 38 m. ; fare, \$8 65.

Paris to Brunswick, Germany, via Cologne, Hamm, Minden, and Hanover ; time, 20 h. 23 m. ; fare, \$19 55.

Paris to Brussels, via Mons and Maubeuge ; time, 6 h. 28 m. ; fare, \$7 25.

Paris to Bucharest, Roumania, via Strasbourg, Stuttgart, Munich, Vienna, Lemberg, Jassy, and Galatz ; or via Munich, Vienna, Pesth, and Baziasch, by steamers on the Danube to Rusteluk ; time, 63 h. ; fare, changeable, but about 358 frs.

Paris to Burgos, Spain, via Orleans, Bordeaux, and Bayonne ; time, 25 h. 10 m. ; fare, \$34 25.

Paris to Cadiz, via Bordeaux, Bayonne, Madrid, Cordova, and Seville ; time, 61 h. 20 m. ; fare, \$42 12.

Paris to Caen, via Mantes, Evreux, and Lisieux ; time, 5 h. 18 m. ; fare, \$5 88.

Paris to Cairo, Egypt, via Dijon, Macon, Culoz, Mont Cenis, Turin, Bologna, Brindisi, and Alexandria ; time, 6 days ; fare, \$80.

THE BEST AND MOST DIRECT ROUTES FROM PARIS

Paris to Calais, via Creil, Amiens, and Boulogne; time, 5 h. 35 m.; fare, \$7 35.

Paris to Calcutta, via Macon, Mont Cenis, Brindisi, to Alexandria, rail to Suez, and via the Peninsular and Oriental steamers to Point de Galle; time, 26 days; fare, \$378.

Paris to Cambridge, England, via Calais, Dover, and London; time, 14 hours; fare, \$17.

Paris to Cannes, via Dijon, Lyons, Marseilles, and Toulon; time, 21 h. 49 m.; fare, \$26.

Paris to Cannstadt (near Munich), via Strasbourg, Stuttgart, Augsburg, and Munich; time, 36 h. 30 m.; fare, \$23.

Paris to Carlisle, via Calais, Dover, London, Rugby, and Crewe; time, 20 h. 50 m.; fare, \$28.

Paris to Carlsbad, via Carlsruhe and Ulm; time, 37 h. 40 m.; fare, \$31 40—cheaper and longer by Nuremberg or Bamberg.

Paris to Carlsruhe, via Strasbourg and Baden-Baden; time, 14 h. 30 m.; fare, \$15 40.

Paris to Cassel, via Nancy, Strasbourg, Heidelberg, and Frankfort; time, 22 h. 30 m.; fare, \$21 10.

Paris to Cette, via Orleans, Tours, Bordeaux, Agen, Toulouse, Carcassonne, and Narbonne; time, 23 h. 45 m.; fare, \$26 15.

Paris to Chalons sur Marne, via Epernay; time, 4 hours; fare, \$4 25.

Paris to Chalons sur Saône, via Fontainebleau and Dijon; time, 8 h. 25 m.; fare, \$9 45.

Paris to Chamounix, via Dijon, Macon, and Geneva. By rail to Geneva, thence by diligence; time, 26 hours; fare, \$20 50.

Paris to Charleroi, via Compiegne and St. Quentin; time, 5 h. 40 m.; fare, \$6 50.

Paris to Chatsworth, England, via Calais and Dover, London, Derby, and Rowsley Station; time, 15 hours; fare, \$18 25.

Paris to Cherbourg, via Chartres, Le Mans, Rennes, and St. Brieuc; time 16 h. 40 m.; fare, \$15 35.

Paris to Christiania, via Cologne, Minden, Hanover, Hamburg, and Keil; time, 80 h. 20 m.; fare, \$48 70. Or by steamer via London; time, 3 days; fare, \$14 70.

Paris to Clarens, Switzerland, via Macon, Geneva, Lausanne, and Vevay; time, 17 hours; fare, \$15 50.

Paris to Coblenz, via Namur, Liege, Cologne, and Bonn; time, 15 h. 5 m.; fare, \$13 45.

Paris to Coire, Switzerland, via Belfort, Muhlhouse, Basle, and Zurich; time, 23 hours; fare, \$18 20.

Paris to Colico, Italy, on Lake Como, via Belfort, Muhlhouse, Basle, Zurich, Coire, thence by diligence to Splugen, and Chiavenna by the Via Mala; whole time, 44 hours; fare, \$24 30. The time from Coire by diligence is 21 hours.

Paris to Cologne, via Namur, Liege, and Aix-la-Chapelle; time, 11 h. 5 m.; fare, 59 fr. 35 c. Day train at 8 A.M.

Paris to Como (Lake of), via Belfort, Basle, Zurich, Coire, Splugen (via Mala), Chiavenna, and Colico (by diligence from Coire, 21 hours); time, 44 hours; fare, \$24 30.

Paris to Compiegne, via Creil; time, 1 h. 29 m.; fare, \$2 06.

Paris to Constantinople, via Vienna and Varna, whence by Imperial and Royal Danube steamers; 103 h.; fare, \$90—the quickest and cheapest route to Constantinople.

Paris to Constantinople, via Macon, Mont Cenis, Bologna, Brindisi, Corfu, and Syra, by the Austrian Lloyd's steamers from Brindisi; time, 7 d. 16 h.; fare, \$94 18.

Paris to Copenhagen, via Cologne, Hanover, Hamburg, and Kiel; time, 38 h. 40 m.; fare, \$30 35.

Paris to Cordova, Spain, via Bordeaux, Bayonne, and Madrid; time, 51 h. 40 m.; fare, \$45 72.

Paris to Cork, Ireland, via Dieppe, London, and Plymouth; fare, \$13 75. A quicker route is via Calais, London, Bangor, and Dublin, but double the expense.

Paris to Cowes, via Havre and Southampton, and steamer from Southampton to Cowes; time, 14 hours; fare, \$6 25.

Paris to Cracow, via Cologne, Dresden, and Breslau; time, 43 h. 10 m.; fare, \$38 50.

Paris to Cyprus (Island of), via Macon, Mont Cenis, Turin, Bologna, Ancona, Brindisi, and by the Austrian Lloyd's steamers to Corfu, Syra, Smyrna, and Rhodes; time, 11 days; fare, \$111 75. Or via Brindisi direct to Alexandria, Port Said, Jaffa, and Beyrout; about the same expense.

Paris to Damascus, via Mont Cenis, Bologna, Brindisi, and Beyrout; time, 15 days; fare, \$123 (by the Austrian Lloyd's).

Paris to Dantzic, via Cologne, Hanover, Berlin, Stettin, Colberg, and Stolpe; time, 36 hours; fare, \$33 68.

TO THE PRINCIPAL CITIES AND PLACES OF INTEREST, ETC.

Paris to the Dardanelles, via Mont Cenis, Bologna, Brindisi, Zante, Syra, and Smyrna; time, 9 days; fare, \$91 (by the Austrian Lloyd's from Brindisi).

Paris to Darmstadt, via Epernay, Nancy, Strasbourg, and Heidelberg; time, 21 h. 20 m.; fare, \$16 57.

Paris to Dieppe, via Rouen and Clères; time, 3 h. 52 m.; fare, \$4 13.

Paris to Dijon, via Fontainebleau and Tonnerre; time, 5 h. 16 m.; fare, 32 fr 80 c.

Paris to Dole, via Fontainebleau, Tonnerre, and Dijon; time, 8 h. 8 m.; fare, \$8 90.

Paris to Doma d'Ossola, via Macon, Geneva, Lausanne, Sierre, by diligence to Brieg and via the Simplon; time, 36 hours; fare, \$22 60.

Paris to Dover, via Dieppe; time, 8 hours; fare, \$9 43.

Paris to Dresden, via Cologne, Hanover, Magdeburg, and Leipzig; time, 28 hours; fare, \$26 85.

Paris to Dublin, via Calais, Dover, London, Chester, and Bangor; time, 21 hours; fare, \$29 75.

Paris to Dunkirk, via Amiens, Arras, and Hazerbrouck; time, 10 hours; fare, \$7 50.

Paris to Dusseldorf, via St. Quentin, Liege, Aix-la-Chapelle, and Neuss; time, 12 hours; fare, \$11 27.

Paris to Eaux Bonnes, via Orleans, Tours, Bordeaux, and Pau; time, 21 h. 50 m.; fare, \$21 85.

Diligences leave Pau daily for Eaux Bonnes; time, 4 h. 20 m.; fare in the coupé, \$1 50. A private carriage costs \$4.

Paris to Eaux Chaudes, via Orleans, Tours, and Bordeaux; time, 22 hours; fare, \$21 85.

Paris to Edinburgh, via Calais, Dover, London, Rugby, Preston, and Carlisle; time, 22 hours; fare, \$28 50.

Paris to Egypt, via Macon, Mont Cenis, Bologna, Brindisi, and Austrian Lloyd's steamers; time, 5 d. 12 h.; fare, \$75 50.

Paris to Eisenach, via Strasbourg, Frankfurt, and Bebra; time, 25 hours; fare, \$24 80.

Paris to Emerich, via Namur, Liege, Cologne, and Oberhausen; time, 14 h. 55 m.; fare, \$14 20.

Paris to Ems, via Namur, Liege, Aix-la-Chapelle, Cologne, and Coblenz; time, 15 h. 56 m.; fare, \$14 25.

Paris to Epernay, via Chateau-Thierry; time, 3 hours; fare, \$4 25.

Paris to Ephesus, via Macon, Mont Cenis, Bologna, Brindisi, Corfu, Zante, Syra, Scio, and Smyrna; time, 8 days; fare, \$88.

Paris to Erfurt, via Strasbourg, Frankfurt, Bebra, and Gotha; time, 26 h. 50 m.; fare, \$27.

Paris to Evreux, via Mantes, Bueil, and Boisset-Pacy; time, 2 h. 13 m.; fare, \$2 66.

Paris to Florence, via Macon, Mont Cenis, Turin, and Bologna; time, 34 h. 15 m.; fare, \$30 44.

Paris to Foligno, via Macon, Mont Cenis, Turin, Bologna, and Florence; time, 37 h. 50 m.; fare, \$34 94.

Paris to Fontainebleau, via Melun; time, 1 h. 17 m.; fare, \$1 45.

Paris to Frankfort, via Pagny, Bingen, and Mayence, in 15 $\frac{3}{4}$ hours; fare, 83 frs.; sleeping-car.

Paris to Freiburg, Baden, via Nancy and Strasbourg; time, 15 hours; fare, \$14 80.

Paris to Freshwater, Isle of Wight, via Rouen, Havre, Southampton, and Ryde; time, 17 hours; fare, \$7 50.

Paris to Freyburg, Switzerland, via Dijon, Dole, and Pontarlier; time, 16 hours; fare, \$14 15.

Paris to Geneva, via Dijon, Macon, and Culoz; two trains daily. An express leaves Paris at 7.13 P.M., arriving at Geneva at 6.55 A.M.—in 11 h. 42 m.; this train has only first-class cars. There is also a train at 6.30 A.M., arriving at Geneva at 11.34 P.M.—17 h. 4 m. Many persons prefer the latter train, as during the season one has more room, can read, or enjoy the scenery; and, if traveling with servants, it is more economical, as there are second and third class carriages attached. Fare, 77 frs.; sleeping-berth, 26 frs.

Paris to Genoa, via Macon, Lyons, Avignon, Marseilles, Toulon, Nice, Mentone, and Vintimiglia; time, 31 h. 30 m.; fare, \$31. Or *via Macon, Culoz, Mont Cenis, Turin, and Alessandria*; time, 36 hours; fare, \$25 25.

Paris to St. Gervais (Baths), Switzerland, via Macon, Culoz, and Geneva; time, 20 hours (6 by diligence from Geneva); fare, \$19 80 (coupé, \$4 40; banquette or interior, \$3 40).

THE BEST AND MOST DIRECT ROUTES FROM PARIS

Paris to Ghent, via Amiens, Douai, and Lille; time, 7 h. 10 m.; fare, \$7 34.

Paris to Gibraltar, via Bordeaux, Bayonne, Madrid, Cordova, Seville, and Cadiz; time, 85 hours; fare, \$55 50. Cadiz to Gibraltar by steamer in 24 hours.

Paris to Glasgow, via Calais, Dover, London, Rugby, and Carlisle; time, 22 hours; fare, \$28 50.

Paris to Gotha, via Nancy, Strasbourg, Heidelberg, Frankfurt, Bebra, and Eisenach; time, 24 h. 30 m.; fare, \$25 68.

Paris to Göttingen, via Nancy, Strasbourg, Frankfurt, and Cassel; time, 24 hours; fare, \$22 27.

Paris to Granada, via Orleans, Bordeaux, Bayonne, Madrid, Cordova, Boabdilla (junction), and Loja; time, 61 hours; fare, \$55. When the railway from Boabdilla to Loja is finished, the time will be reduced about 5 hours.

Paris to Gratz, Austria, via Strasbourg, Munich, Vienna, and Bruck; time, 41 h. 37 m.; fare, \$40 80.

Paris to Greenock, via Calais, Dover, London, Rugby, and Carlisle; time, 22 hours; fare, \$28 50.

Paris to Grenoble, via Macon, Lyons, and Rives; time, 15 hours; fare, \$12 50.

Paris to the Hague, via Mons, Brussels, and Antwerp; time, 12 h. 56 m.; fare, \$11.

Paris to Hamburg, via Namur, Liege, Cologne, and Hanover; time, 23 hours; fare, 112 fr. 40 c.

Paris to Hanover, via Namur, Liege, Cologne, and Hamm; time, 20 h. 41 m.; fare, \$20 88.

Paris to Havre, via Mantes and Rouen; time, 4 h. 50 m.; fare, \$5 62.

Paris to Heidelberg, via Toul, Eprenay, Strasbourg, and Carlsruhe; time, 18 h. 20 m.; fare, \$15 75.

Paris to Homburg, via Nancy, Strasbourg, Heidelberg, and Frankfurt; time, 19 h. 15 m.; fare, \$17 40.

Paris to Hong Kong, India, via Macon, Mont Cenis, Turin, Bologna, Ancona, Brindisi, Austrian Lloyd's steamers to Alexandria, rail to Suez, and Peninsular and Oriental steamers to Hong Kong; whole time, 37 days; fare, \$478. These vessels touch at Bombay, Point de Galle, Madras, Calcutta, Penang, Singapore, and Batavia. They also proceed to Shanghai in six days more, and to Yokohama in nine more. Departures from Suez every two weeks.

Travelers should leave Paris one week before the departure of the steamers from Suez, and engage passage, by letter or otherwise, at the company's office in London, or at the agents' at Alexandria or Suez.

Passengers will be conveyed from Alexandria to Suez in twelve hours, including stoppages for refreshments (for which they must pay), viz., fifteen minutes at Kafrazayat, thirty minutes at Zagazig, and fifteen minutes at Nefisha. Each first-class passenger, with a through ticket, is allowed 336 pounds of baggage.

Passengers can either buy through tickets from the Austrian Lloyd's company, or pay that company to Alexandria, and their own expenses thence to Suez.

Paris to Hyères, via Dijon, Lyons, Marseilles, and Toulon; time, 18 hours; fare, \$23 15.

Paris to Innsbruck, via Strasbourg, Augsburg, Munich, and Kufstein; time, 29 h. 30 m.; fare, \$27.

Paris to Interlachen, via Belfort, Muhlhouse, Basle, Berne, and Thun; time 21 h. 10 m.; fare, \$16.

Paris to Jaffa, via Macon, Mont Cenis, Bologna, Brindisi, Alexandria, and Port Said; time, 7 days; fare, \$110 68.

Paris to Jerez, via Orleans, Tours, Bordeaux, Bayonne, Madrid, Cordova, and Seville; time, 60 hours; fare, \$45 10.

Paris to Jerusalem, via Mont Cenis, Ancona, Brindisi, Zante, Alexandria, Port Said, and Jaffa; time, 7 d. 10 h.; fare, \$115 68.

Paris to Kiel, Prussia, via Cologne, Hanover, and Hamburg; time, 24 hours; fare, \$24 49.

Paris to Killarney (Lakes of), Ireland, via Calais, London, Holyhead, Dublin, and Kildare; time, 28 hours; fare, \$36.

Paris to Kingstown, Ireland, via Calais, Dover, London, Chester, and Holyhead; time, 20 h. 45 m.; fare, \$29 50.

Paris to Kissingen, Bavaria, via Nancy, Strasbourg, Heidelberg, Frankfurt, and Wurzburg; time, 22 h. 20 m.; fare \$23 45.

Paris to La Rochelle, via Orleans, Poitiers, and Niort; time, 12 hours; fare, \$11 50.

Paris to Lausanne, via Dijon, Dole, Pontarlier, and Neufchatel; time, 16 hours; fare, \$14.

Paris to Leghorn, via Macon, Mont Cenis, Turin, and Genoa; time, 35 hours; fare, \$31.

TO THE PRINCIPAL CITIES AND PLACES OF INTEREST, ETC.

Paris to Leipzig, via Cologne, Hanover, and Magdeburg; time, 24 hours; fare, §22 60.

Paris to Leukerbad, Switzerland, via Dijon, Dole, Lausanne, and Sierre (carriage 12 miles from Sierre); time, 26 hours; fare, §15 60.

Paris to Liege, via Compiègne, Namur, and Huy; time, 7 h. 55 m.; fare, §8 40.

Paris to Lisbon, via Orleans, Bordeaux, Bayonne, Madrid, Manzanara, and Badajoz; time, 66 hours; fare, §59.

Paris to Liverpool, via Calais, Dover, and London; time, 18 hours; fare, §23.

Paris to London, via Calais (mail train); time, 9 h. 35 m.; fare, 75 fr. *Via Boulogne*; time, 8½ hours; fare, 70 fr. *Via Dieppe and Newhaven*; time, 11½ hours; fare, 41 fr. 25 c.

Paris to Londonderry, via Chester, Holyhead, and Dublin; time, 28 h. 20 m.; fare, §31.

Paris to Lucerne, via Belfort, Delle or Muhlhouse, Basle, and Olten; time, 14 hours; fare, 74 fr. 40 c. It is 6½ hours longer by Pontarlier.

Paris to Lyons, via Fontainebleau and Macon; time, 9 h. 15 m.; fare, §12 50.

Paris to Madrid, via Orleans, Bordeaux, Bayonne, and Burgos; time, 36 hours; fare, §36 15.

Paris to Magdeburg, via Namur, Liege, Cologne, Minden, and Hanover; time, 22 h. 20 m.; fare, §21 70.

Paris to Malaga, Spain, via Orleans, Bordeaux, Bayonne, Madrid, and Cordova; time, 60 hours; fare, §50 55.

Paris to Manchester, via Calais, London, Rugby, and Crewe; time, 16 hours; fare, §22 50.

Paris to Mantua, via Macon, Mont Cenis, Turin, Milan, Bergamo, and Verona; time, 21 hours; fare, §28 61.

Paris to Marienbad, via Frankfurt, Wurzburg, Bamberg, Hof, and Eger; time, 33 hours; fare, §26.

Paris to Marseilles, via Dijon, Macon, and Lyons; time, 15 hours; fare, §21 25.

Paris to Martigny, Switzerland, via Dijon, Dole, Belfort, Lausanne, Vevay, and Villeneuve; time, 18 h. 25 m.; fare, §13 75.

Paris to Mayence, via Liege, Cologne, Bonn, Coblenz, and Bingen; time, 17 h. 20 m.; fare, §15 55.

Paris to Mechlin, via Mons, Maubeuge, and Brussels; time, 7 hours; fare, §7 75.

Paris to Mentone, via Dijon, Lyons, Mar-

seilles, Toulon, and Nice; time, 24 h. 20 m.; fare, §27 40.

Paris to Messina, via Dijon, Lyons, and Marseilles.

Paris to Milan, via Macon, Mont Cenis, Turin, and Novara; time, 25½ hours; fare, §23 36.

Paris to Minden, via Namur, Liege, and Cologne; time, 17 h. 45 m.; fare, §15 80.

Paris to Modane, via Macon, Culoz, and Chambéry; time, 17 h. 10 m.; fare, §17 87.

Paris to Modena, via Macon, Mont Cenis, Turin, and Piacenza; time, 27 hours; fare, §26 96.

Paris to Monaco, via Macon, Lyons, Marseilles, Toulon, and Nice; time, 23 h. 50 m.; fare, §27 15.

Paris to Montpellier, via Dijon, Lyons, and Tarascon; time, 16 h. 30 m.; or *via Bordeaux, Toulouse, and Narbonne*; time, 24 hours; fare, §26 85.

Paris to Montreux, Switzerland, via Dijon, Dole, Belfort, Neufchatel, Lausanne, and Vevay; time, 17 hours; fare, §12 65.

Paris to Moscow, via Berlin, Dunabourg, and Smolensk; time, 82 hours; fare, 374 frs. *Via Berlin and Warsaw*; time, 87 hours; fare, 391 frs. *Via Berlin and Wilna*; time, 82 hours; fare, 369 frs.

Paris to Munich, via Strasbourg and Stuttgart; time, 22 h. 55 m.; fare, 122 frs.

Paris to Namur, Belgium, via Creil, St. Quentin, and Maubeuge; time, 6 h. 35 m.; fare, §7 65.

Paris to Nantes, via Orleans, Tours, Saumur, and Angers; time, 8 h. 21 m.; fare, §10 60.

Paris to Naples, via Macon, Mont Cenis, Turin, Bologna, and Foggia; time, 50 h. 20 m.; fare, §47 97.

Paris to Narbonne, via Orleans, Tours, Bordeaux, Toulouse, and Carcassonne; time, 19 h. 25 m.; fare, §24 50.

Paris to Neufchatel, via Dijon, Dole, and Pontarlier; time, 11 h. 50 m.; fare, §12 30.

Paris to Nice, via Dijon, Lyons, Avignon, Marseilles, and Toulon; time (express), 23 hours; fare, §25 65.

Paris to Nimes, via Dijon, Macon, Lyons, and Tarascon; time, 15 h. 26 m.; fare, §19 48.

Paris to Novara, via Macon, Mont Cenis, and Turin; time, 23 h. 20 m.; fare, §22 80.

Paris to Nuremberg, via Strasbourg, Carls-

THE BEST AND MOST DIRECT ROUTES FROM PARIS

ruhe, and Crailsheim; time, 21 hours; fare, 115 fr. 35 c.; or *via* Pagny, Bingerbrück, Mainz, and Würzburg; time, 21 h.; fare, 115 fr. 35 c. Or more direct *via* Cologne, Frankfurt, and Würzburg; time, 24 hours; fare, §20 40.

Paris to Oberhausen, via Namur, Liege, Cologne, and Dusseldorf; time, 13 hours; fare, §13.

Paris to Olten, via Troyes, Chaumont, Belfort, and Basle; time, 15 h. 50 m.; fare, §14 80.

Paris to Oporto, Portugal, via Orleans, Bordeaux, Bayonne, Madrid, Manzanara, Badajoz, and Lisbon; time, 79 h. 30 m.; fare, §64.

Paris to Ostend, via Quévy, Brussels, and Ghent, in 10 h.; fare, 44 fr. 40 c.

Paris to Ouchy, Lausanne, via Dijon, Dole, Belfort, and Neufchatel; time, 16 hours; fare, §12.

Paris to Orford, England, via Calais, Dover, and London; time, 12 hours; fare, §17 25.

Paris to Padua, via Macon, Mont Cenis, Turin, Melun, Bergamo, and Verona; time, 23 h. 35 m.; fare, §28 06.

Paris to Palermo, via Macon, Mont Cenis, Bologna, Foggia, and Naples, and steamer to Palermo in 18 hours; time, 65 hours; fare, §44 50.

Paris to Pamplona, Spain, via Orleans, Bordeaux, Bayonne, and Alsasua; time, 20 h. 20 m.; fare, §26 85.

Paris to Parma, via Mont Cenis, Turin, and Alessandria; time, 26 hours; fare, §16.

Paris to Pau, via Orleans, Bordeaux, and Dax; time, 16 h. 23 m.; fare, §20 16.

Paris to Pembroke, via Calais, London, Oxford, Gloucester, Cardiff, and Carmarthen; time, 22 hours.

Paris to Perpignan, via Orleans, Bordeaux, Toulouse, Narbonne, and La Nouvelle; time, 24 hours; fare, §25 97.

Paris to Pesth, via Nancy, Strasbourg, Munich, and Vienna; time, 42 h. 40 m.; fare, §41.

Paris to Pfeffers (Baths of), Ragatz, via Chaumont, Belfort, Basle, Zurich, and Ragatz; time, 23 h. 10 m.; fare, §18 80.

Paris to Pierrefonds (Baths of), via Creil and Compiègne; time, 2 h. 30 m. Distance from Compiègne by omnibus or carriage, 7 miles.

Paris to Pisa, via Macon, Mont Cenis,

Turin, Bologna, and Florence; time, 35 hours; fare, §35 19.

Paris to Poitiers, via Orleans and Tours; time, 6 h. 8 m.; fare, §8 10.

Paris to Prague, via Strasbourg, Carlsruhe, Crailsheim, Nuremberg, Schwandorf, and Furth; time, 33 hours; fare, §31 60.

Paris to Presburg, via Nancy, Strasbourg, Stuttgart, Munich, and Salzburg; time, 38 hours; fare, §36 97.

Paris to Ragatz, via Chaumont, Belfort, Basle, and Zurich; time, 22 hours; fare, §17 80.

Paris to Ramsgate, England, via Calais, Dover, and Canterbury; time, 9 h. 30 m.; fare, §10 40.

Paris to Ratibon, via Avricourt, Strasbourg, Heidelberg, Darmstadt, Würzburg, and Nuremberg; time, 27 hours; fare, §24.

Paris to Rheims, via Soissons; time, 3 h. 45 m.; fare, §3 93.

Paris to the Rhine, via Liege and Aix-la-Chapelle to Cologne; time, 11 h. 5 m.; fare, 59 fr. 35 c.; sleeping-cars.

Paris to Riga, Russia, via Cologne, Berlin, Eydtkuhnen, and Dunabourg; time, 58 hours; fare, §54.

Paris to Rochefort (sur Mer), via Orleans, Tours, and Poitiers; time, 11 h. 51 m.; fare, §11 68.

Paris to Romanshorn, via Belfort, Muhlhouse, Basle, and Zurich; time, 19 h. 20 m.; fare, §16 45.

Paris to Rome, via Macon, Mont Cenis, Turin, Alexandria, and Genoa; time, 41 h. 15 m.; fare, 185 fr. 50 c.

Paris to Rotterdam, via Mons, Brussels, and Antwerp; time, 12 $\frac{3}{4}$ h.; fare, 62 frs.

Paris to Rouen, via Mantes; time, 2 h. 26 m.; fare, 16 fr. 75 c.

Paris to Rudesheim, via Cologne and Bingerbrück, thence over the Rhine by boat; time, 14 h. 45 m.; fare, §14 75.

Paris to Rustchuk, via Strasbourg, Munich, Vienna, and Pesth. From Pesth to Rustchuk by steamer; time, 80 hours.

Paris to Ryde, Isle of Wight, via Havre and Southampton; time, 14 hours.

Paris to Salzburg, via Nancy, Strasbourg, Carlsruhe, and Munich; time, 28 h. 30 m.; fare, §26 40.

Paris to Saragossa, Spain, via Bordeaux, Bayonne, and Alsasua; time, 29 h. 50 m.; fare, §43.

Paris to Schlangenbad, via Namur, Liege,

TO THE PRINCIPAL CITIES AND PLACES OF INTEREST, ETC.

Cologne, Bingerbrück, Rudesheim, and Eltville; time, 17 h. 20 m.; fare, \$16 12. Diligence from Eltville (1 h.; 5 miles) in summer only.

Paris to Schwabach, via Namur, Liege, Cologne, and Eltville (2½ h. diligence); time, 18 hours; fare, \$16 34.

Paris to Shanghai, via Macon, Mont Cenis, Bologna, Brindisi, Alexandria, Suez, Bombay, Madras, Calcutta, Singapore, Batavia, and Hong Kong; time, 47 days; fare, \$515. Passengers take the Austrian Lloyd's steamers to Alexandria; then rail to Suez; thence by the Peninsular and Oriental steamers to their destination.

Paris to Southampton, via Rouen and Havre; time, 13 h. 20 m.; fare, \$7 75.

Paris to Spa, via Liege; time, 8 h. 27 m.; fare, \$8 95.

Paris to Spezzia, via Lyons, Marseilles, Nice, and Genoa.

Paris to Stockholm, via Hamburg, Kiel, and Korsör; time, 60 h. 50 m.; fare, 220 fr. 95 c.

Paris to Strasbourg, via Nancy and Avricourt; time, 11 h. 8 m.; fare, \$12 25.

Paris to Stratford-on-Avon, via Calais, Dover, and London; time, 16 hours; fare, \$19 50.

Paris to Stuttgart, via Nancy, Avricourt, Strasbourg, and Carlsruhe; time, 16 h. 45 m.; fare, 89 fr. 45 c.

Paris to St. Bernard, via Dijon, Dole, Belfort, Lausanne, Vevay, and Martigny; time, 30 hours; fare, \$21.

Paris to St. Gall, via Belfort, Muhlhouse, Basle, and Zurich; time, 21 h. 20 m.; fare, \$16 80.

Paris to St. Maurice, via Dijon, Dole, Lausanne, Vevay, and Villeneuve; time, 16 hours; fare, \$15.

Paris to St. Moritz (Baths), in the Engadine, via Dole, Belfort, Muhlhouse, Basle, Zurich, and Coire, diligence thence in 13 hours; time, 36 hours; fare (if by diligence), \$21 60. A carriage, with two horses, four places, from Coire, will cost \$25. The diligence fare is \$3 50 each place.

Paris to St. Petersburg, via Cologne, Berlin, Dirschau, Königsberg, and Vilna; time, 69 hours; fare, 322 frs. Mixed ticket, first class to Cologne and second to St. Petersburg, \$52 35.

Paris to St. Quentin, via Creil and Noyon; time, 3 hours; fare, \$3 80.

Paris to St. Sebastian, via Orleans, Bor-

deaux, Bayonne, and Irun; time, 19 hours; fare, \$20 65.

Paris to Suez, via Macon, Mont Cenis, Turin, Bologna, Brindisi, and Alexandria; time, 6 days; fare, \$90. By the Messageries Maritimes' steamers, sailing from Marseilles, the time is longer and more expensive.

Paris to Thun, via Dijon, Dole, Pontarlier, and Berne; time, 15 h. 45 m.; fare, \$15 40.

Paris to Toledo, via Orleans, Bordeaux, Bayonne, and Madrid; time, 39 hours; fare, \$37 58.

Paris to Tüplitz, via Cologne, Hanover, Magdeburg, Leipzig, and Dresden; time, 30 hours; fare, \$28 75.

Paris to Toulon, via Dijon, Lyons, and Marseilles; time, 19 hours; fare, \$22 81.

Paris to Tours, via Bretigny, Chateaudun, and Vendôme; time, 5 h. 39 m.; fare, \$5 76.

Paris to Treves, via Epernay, Rheims, Mezieres, Sedan, and Luxembourg; time, 13 h. 30 m.; fare, \$11 23.

Paris to Trieste, via Mont Cenis, Milan, and Venice; time, 39 hours; fare, \$36 20.

Paris to Turin, via Mont Cenis and Susa; time, 18 h. 4 m.; fare, \$20 56.

Paris to Ulm, via Nancy, Avricourt, Strasbourg, and Stuttgart; time, 21 h. 30 m.; fare, \$15 40.

Paris to Utrecht, via Mons, Brussels, Antwerp, and Rotterdam; time, 14 h. 10 m.; fare, \$11 60.

Paris to Valencia, Spain, via Bayonne, Burgos, and Madrid; time, 47 h. 30 m.; fare, \$47 34.

Paris to Valladolid, via Bordeaux, Bayonne, Irun, and Burgos; time, 17 hours; fare, \$30 05.

Paris to Varna, via Strasbourg, Munich, Vienna, Pesth, and steamer to Rustchuk; by railway thence to Varna; time, 87 hours; fare, \$89 80. Or *via Messina, the Dardanelles, and Constantinople*, by the Messageries Maritimes' steamers from Marseilles; time, 8 days; fare, \$101 20. The steamers of the Danube Steam Navigation Company do not run during the winter.

Paris to Venice, via Macon, Mont Cenis, Milan, and Verona; time, 31 h. 55 m.; fare, 152 fr. 75 c.

Paris to Verona, via Mont Cenis, Turin, Milan, and Bergamo; time, 28 hours; fare, \$28 06.

THE BEST AND MOST DIRECT ROUTES FROM PARIS.

Paris to Yevay, via Dijon, Dole, Pontarlier, and Lausanne; time, 16 hours; fare, \$14 30.

Paris to Vicenza, via Macon, Mont Cenis, Turin, Milan, and Verona; time, 8 h. 41 m.; fare, \$29 23.

Paris to Vichy, via Fontainebleau, Ne-mours, Nevers, and St. Germain de Fossès; time, 8 h. 34 m.; fare, \$8 95.

Paris to Vienna, via Nancy, Strasbourg,

Carlsruhe, and Limbach; time, 33 h. 45 m.; fare, 182 fr. 45 c.

Paris to Zurich, via Belfort, Basle, and Brugg; time, 13 h. 50 m.; fare, \$15 70.

The above fares, corrected down to the spring of 1882, are contained in no other guide-book extant. The time is calculated at the ordinary express speed. Some seasons extraordinary quick trains run on several of the lines, which may modify the time.

GREAT BRITAIN AND IRELAND.

HISTORY.

[GREAT BRITAIN AND IRELAND.]

GOVERNMENT.

THE history of England is already too familiar to the enlightened mind to render it necessary to enter into it at length; but as it is the intention to prelude each country with some few historical remarks, the rule will be applicable here also.

The present mixed population of the British Isles has been the result of the different nations who have successively become their conquerors. The universal opinion of all ancient writers is that the first inhabitants were some wandering tribes of Gauls, who followed the religion of the Druids, and polluted their worship by the practice of human sacrifice. At the time of the invasion of the Romans, they found the same language and the same form of government as existed among the Celts of the Continent. The Romans who landed at Deal, under Julius Cæsar, in the year 55 B.C., were succeeded by the Saxons, afterward by the Danes under Canute, the Normans under William the Conqueror in 1066. The original Celts mostly inhabit the Highlands of Scotland, Wales, and a greater portion of Ireland; the Anglo-Saxon race, of Germanic descent, between whom and the former the leading distinction now exists, inhabit the Lowlands of Scotland and the whole of England. The island first became familiar to the Romans by the Gaelic name of Albin, by which name only is it known among the Gaels of Scotland.

The population of Great Britain and Ireland was estimated in 1881 at 35,246,562. Its manufactures and commerce are unequalled by any country in the world. Lancashire contains many very extensive cotton-mills, employing a great number of hands. Its manufactures of wool and iron are also very large. The iron-works where the ore is reduced into metal are situated in Staffordshire, but the iron manufacture has its chief seat in Birmingham. Sheffield is chiefly celebrated for its cutlery, and London for its silver-plated goods. Wool reigns supreme in Yorkshire and the west of England. The form of government is a limited monarchy, the succession to the throne hereditary. The legislative power is shared by the Houses

of Lords and Commons. The House of Lords consists of peers, whose titles and seats are hereditary, also bishops and archbishops, and Scottish peers elected for the duration of the Parliament. According to the Royal Calendar of 1869, the House of Lords was composed of 5 peers of the blood royal, 21 dukes, 22 marquises, 132 earls, 31 viscounts, 265 barons, 16 Scottish peers, 28 Irish peers, elected for life, 28 bishops and archbishops—in all, 548 members. The Lord Chancellor, by virtue of his office, is president of the chamber. The House of Commons is composed of members elected by certain classes of the population, and is similar to our House of Representatives. It numbers 658 members: 493 from England and Wales, 105 from Ireland, and 60 from Scotland. The House of Commons votes all supplies of money, but all laws must have the consent of both houses. The President or Speaker of the House of Commons is elected at the opening of each Parliament. The Cabinet or Ministry is generally formed of the leading members of the majority in both Houses of Parliament, the Premier or First Lord of the Treasury, Secretaries of the Home Office, Foreign Office, etc. The House of Lords is the highest court of justice in the kingdom, which is the same as the Court of Appeals. Next in order is the High Court of Chancery, which is presided over by the Lord High Chancellor. Three inferior courts succeed these, over which preside Vice-Chancellors, then Master of the Rolls, then the three Tribunals of Commercial Law, viz., Queen's Bench, Exchequer, and Common Pleas.

Under Augustine the Christian religion made rapid progress, and although all forms of worship are tolerated, the Protestant Episcopal Church, or Church of England, is the government form, under the direction of two archbishops and twenty-six bishops. The seats of the two archbishops are Canterbury and York. The established Church of Scotland is Presbyterian. There are also followers of the Church of England in both Scotland and Ireland, although in the latter the Roman Catholic religion predominates.

The British Islands comprise in all nearly five thousand. Most of them, however, are uninhabited rocks. The two principal islands—England, Scotland, and Wales, and Ireland—contain about 116,339 square miles; the first mentioned 83,826, and Ireland 32,513. The other members of the British archipelago, viz., the Shetland Islands, the Orkney Islands, the Hebrides, Isle of Man, Isle of Anglesey, Scilly Islands, Isle of Wight, and the Channel Islands, consisting of Jersey, Guernsey, Alderney, and Sark, which form a belt parallel to the coast of France, make the aggregate 121,115 square miles, with a population in 1881 at 35,246,562. The population of the empire, however, including its dependencies in various portions of the globe, amounts in all to 237,392,003—the population of India alone amounting to 193,259,589, other colonies and possessions, in the vicinity of 12,000,000. There is no country in Europe whose population increases so rapidly as that of Great Britain and Ireland. During the last 58 years the United States alone received over 5,000,000 of its inhabitants, all other countries about 3,000,000. The annual emigration to the United States is now about 200,000.

The British Islands are surrounded by offsets of the Atlantic Ocean. Between the main-land on the east is the North Sea; farther south the German Ocean, which divides England from the Low Countries; to the south of which is the English Channel, which divides England from France, the land's nearest approach being at the Straits of Dover, separating the town of Dover, in England, from Calais in France, the distance being about twenty miles. To the south of England lies the English Channel, while to the west lies St. George's Channel and the Irish Sea, which divide Great Britain from Ireland, the nearest approach being between Fairhead, in Ireland, and Cantire, in Scotland, a distance of about sixteen miles. The shortest distance between Ireland and England is by Holyhead, sixty-four miles.

The climate of Great Britain and Ireland is more uniform and milder than that experienced on the Continent in the same degrees of latitude, resulting from the equalizing influences of the surrounding seas, the western sides of both the islands being invariably warmer.

The vegetable productions of the British Islands are those which belong to the north temperate zone. Wheat can be cultivated as far north as the fifty-eighth parallel, beyond which line only barley, rye, and oats come to perfection. In the southern portion of England, the elm, beech, maple, and chestnut attain the highest state of perfection; while to the north, in rich abundance, may be found the oak, birch, elm, alder, hazel, yew, willow, ash, and blackthorn. In Scotland, the alder, birch, poplar, Scotch fir, and mountain ash are the principal productions.

The carnivorous order of quadrupeds, such as the wolf, bear, and wild boar, do not exist in the British Islands. The fox, which is preserved for hunting, is quite rare, and the badger and otter have almost disappeared. The wild cat, however, may be found both in the north of England and Ireland. There are also some of the wild ox still remaining, which, with other ruminating animals, such as the red deer, the roebuck, and the fallow deer, may be seen in some of the parks of the nobility.

The birds of Great Britain are very numerous, comprising nearly half the entire species found in Europe. The principal game birds are the grouse, partridge, woodcock, snipe, and pheasant, while the warbling tribe consists of the nightingale, thrush, blackbird, skylark, linnet, goldfinch, and wren. The birds of prey are confined to falcon, hawk, golden eagle, and white eagle. This last is rarely seen, except in the Hebrides, Shetland, or Orkney Islands.

Of the thirteen species of reptiles to be found in the British Islands, only five are indigenous to Ireland. Neither are there any snakes to be found in the last-named country.

Of the mineral resources of Great Britain, its coal-fields alone extend over *four thousand square miles*; while iron, copper, tin, and lead are found in great abundance.

The mineral springs of England are to be found at Epsom (salt), Cheltenham (salt), Clifton (salt), Leamington, Bath, Buxton, and Matlock.

The principal chalybeate or iron springs are Great Malvern (one of the most lovely spots in England for either summer or winter residence), Tunbridge Wells, Brighton, Cheltenham, Scarborough, Harrowgate,

and Leamington. The waters of the last two, as also those of Cheltenham, are in a degree sulphurous.

There are warm springs also at Clifton (near Bristol), Bath, Matlock, Buxton, Bakewell, and Stoney Middleton.

After the four kingdoms of Essex, Wessex, Sussex, and Kent were united in 827 A. D., the following is a chronological list of the different monarchs, comprised in eight dynasties:

KINGS AND QUEENS OF ENGLAND.

SAXONS. A. D.

Egbert.....	827
Ethelwolf.....	836
Ethelbald.....	853
Ethelbert.....	860
Ethelred I.....	866
Alfred the Great.....	871
Edward I.....	900
Athelstanc.....	925
Edmond I.....	941
Edred.....	946
Edwy.....	955
Edgar.....	957
Saint Edward.....	975
Ethelred II.....	979

SAXONS AND DANES.

Sweyn (Dane).....	1013
Ethelred.....	1014
Edmond II.....	1016
Canute the Great.....	1017
Harold I.....	1035
Harde Canute.....	1040
Edward the Confessor.....	1042
Harold II.....	1066
William the Conqueror.....	1066
William II.....	1087
Henry I.....	1100
Stephen (Etienne).....	1135

PLANTAGENETS (ANJOU).

Henry II.....	1154
Richard (Cœur de Lion).....	1189
John (Lackland).....	1199
Henry III.....	1216
Edward I.....	1272
Edward II.....	1307
Edward III.....	1327
Richard II.....	1377
Henry IV.....	1399
Henry V.....	1413
Henry VI.....	1422
Edward IV.....	1461
Edward V.....	1483
Richard III.....	1483

HOUSE OF TUDOR.

Henry VII.....	1485
Henry VIII.....	1509
Edward VI.....	1547
Jane Grey.....	1553
Mary.....	1553
Elizabeth.....	1558

HOUSE OF STUART.

James I.....	1603
Charles I.....	1625

Interregnum.....	A. D. 1649-1652
Oliver Cromwell (Protector).....	1652
Richard Cromwell ".....	1658

RESTORATION OF THE STUARTS.

Charles II.....	1660
James II.....	1655

HOUSE OF ORANGE AND STUART.

William III, Prince of Orange, and Mary.....	1689
Anne.....	1702

HOUSE OF BRUNSWICK.

George I.....	1714
George II.....	1727
George III.....	1760
George IV.....	1820
William IV.....	1830
Victoria.....	1837

The present sovereign, so universally admired as a wife, mother, and queen, is the daughter of Prince Edward, Duke of Kent, fourth son of George III. and his wife, the Princess Marie Louise *Victoria*, daughter of Francis, Duke of Saxe-Saalfeld-Coburg. Born the 24th of May, 1819, she ascended the throne at the age of eighteen, was crowned the following year (June 28, 1838), and on the 10th of February, 1840, was married to Francois *Albert* Auguste Charles Emmanuel, Duke of Saxe, Prince of Saxe-Coburg and Gotha (born the 26th of August, 1819), naturalized by an Act of Parliament the 24th of January, 1840, received the title of Prince Consort the 25th of June, 1857, and died the 14th of December, 1861, since which time the queen has lived much in retirement.

The Prince Consort left nine children:

1. The Princess *Victoria* Adelaide Marie Louise, born the 21st of November, 1840; married the 25th of January, 1858, to Frederick William, then Crown-Prince of Prussia, now Prince Imperial of the German Empire, and heir to the throne.

2. Prince-Royal *Albert* Edward, born November 9, 1841, Prince of Wales, Duke of Saxe, Duke of Cornwall and Rothesay, Count of Chester, Count of Carrick and of Dublin, Baron Renfrew, Lord of the Isles, Grand Steward of Scotland, and General in the British Army; married March 10, 1863, to the Princess *Alexandria* Caroline Maria Charlotte Louise Julia, born December 1, 1844, daughter of Christian IX., King of Denmark, by whom he has five children, two princes and three princesses.

3. Princess Alice Mathilde Maria, Duchess of Saxe, born April 25, 1843, and mar-

ried July 1, 1862, to Frederick William Louis, Prince of Hesse-Darmstadt.

4. Prince *Alfred Ernest Albert*, Duke of Edinburgh, Duke of Saxe, Count of Ulster and of Kent, born August 6, 1844, Captain in the Royal Navy; married, January 23, 1874, to *Maria Alexandrovna*, Grand-Duchess, daughter of the Emperor of all the Russias, Alexander II., by whom he has one prince, born October 15, 1874, at Buckingham Palace, London.

5. Princess *Helene Auguste Victoria*, Duchess of Saxe, born May 24, 1846; married July 5, 1866, to Christian, Prince of Schleswig-Holstein-Sonderbourg-Augustenburg.

6. Princess *Louise Caroline Alberte*, Duchess of Saxe, born March 18, 1848; married March 22, 1871, to John Douglas Sutherland, Marquis of Lorne, eldest son of the Duke of Argyle.

7. Prince *Arthur William Patrick Albert*, Duke of Saxe, born May 1, 1850, Lieutenant of Engineers.

8. Prince *Leopold George Duncan Albert*, Duke of Saxe, born April 7, 1853.

9. Princess *Beatrice Maria Victoria Feodore*, Duchess of Saxe, born April 14, 1857.

THE ARMY.

The *regular* troops in the United Kingdom and Colonies amount to about 135,000 men and 15,000 horses, and those in India to 63,000.

The *militia* amount to 134,000 men, the *yeomanry* (cavalry) to 15,000, and the corps of *volunteers* to 199,000. There is also a body of men under military organization called *pensioners*. In Ireland there is a corps of police under military organization, consisting of 13,000 men with 400 horses.

THE NAVY.

The effective force of the British Navy is 383 vessels, of these 40 are iron-clads of different classes, and 60,000 men. Continual changes, however, are being made.

THE RAILWAYS.

Railroads will be found in nearly every direction in Great Britain, and the beauties of the country may be seen without leaving this highway. First-class railway traveling has for many years been higher than in other countries, but the Grand Midland, on January 1, 1875, reduced the price to

one penny half-penny, or three cents per mile first class, abolishing the second class entirely. This will bring it nearly to the same rate as traveling in the United States, and about forty per cent. cheaper than traveling first class on the Continent.

Great Britain had the first railway in the world, viz., 38 miles, opened in 1825, increased in 1830 to 86 miles. It had at the end of 1871 15,288 miles. The United States had opened in 1827 *three miles*, and at the end of 1871 62,647, or nearly equal to all of Europe combined, which had at the end of 1871 69,546 miles open for traffic.

IRELAND.

We would most decidedly recommend travelers who intend visiting Ireland and Scotland to disembark at Queenstown, the harbor of Cork, visit the celebrated lakes of Killarney, and go north through Dublin, Belfast, and Coleraine, cross the North Channel to Glasgow, visit the principal places in Scotland, and then work up to London, visiting the principal objects of interest on their way. We advise this course for two reasons—first, there is nothing they will find on the Continent more lovely or picturesque than the beautiful lakes of Killarney, or, indeed, we may say, the whole south and west of Ireland, while there is little on the Continent that can compare with Scottish scenery, which *ought* to be visited; and, second, if this route be taken, it will save time and expense, and insure the trip's being made, as, nine times out of ten, travelers intending to visit Ireland and Scotland never get there if they proceed direct to the Continent: they always *intend* coming back by Ireland, but *never* do. The trip is one the tourist will never regret, and a hasty tour of the principal places in Ireland may be made in ten days. Presuming the traveler will adopt this course, we will commence our description of Great Britain and Ireland with Ireland.

ROUTES.

1. *Queenstown to Cork*, and excursions in the vicinity, p. 50.
2. *Cork to Bantry, via Bandon*, p. 53.
3. *Cork to Kenmare and Killarney, via Macroom*, p. 54.

4. *Cork to the Lakes of Killarney*, by rail, via Mallow Junction, p. 55.

5. *Cork to Youghal and Blackwater River to Fermoy*, and return via Mallow, p. 55.

6. *Killarney with its Excursions, and Traltee*, p. 59.

7. *Cork to Limerick*, via Kilmallock, p. 62.

8. *Limerick to Traltee*, by steamer down the Lower Shannon, via Beigh, Foynes, Glin, Tarbert, and Kilrush, p. 64.

9. *Limerick to Waterford*, via Limerick Junction, Tipperary, and Clonmel, p. 65.

10. *Cork to Dublin*, via Mallow, Kilmallock, Maryborough, and Kildare, p. 67.

11. *Waterford to Dublin*, via Kilkenny and Maryborough, p. 71.

12. *Wexford to Dublin*, via Carlow and Kildare, p. 73.

13. *Wexford to Dublin*, via Arklow and Wicklow, p. 74.

14. *Cork to Wexford*, p. 77.

15. *Limerick to Boyle*, via Ennis, Tuam, Dunmore, and Castlereagh, p. 78.

16. *Limerick to Dublin*, via Roscrea, Maryborough, and Kildare, p. 79.

17. *Limerick to Athlone*, via Lough Derg and the River Shannon, p. 80.

18. *Killarney to Kenmare*, via Valentia, and Waterville, p. 81.

19. *Dublin to Galway*, via Mullingar, Athlone, and Ballinasloe, p. 82.

20. *Galway to Clifden*, via Oughterard and Ballinahinch, p. 83.

21. *Dublin to Westport*, via Mullingar, Athlone, Roscommon, Castlereagh, and Castlebar, p. 84.

22. *Westport to Galway*, via Ballinrobe and Headford, p. 86.

23. *Westport to Leenane and the Killery*, p. 87.

24. *Dublin to Sligo*, via Mullingar, Carrick, and Boyle, p. 88.

25. *Sligo to Londonderry*, via Ballyshannon, Donegal, and Strabane, p. 88.

26. *Dublin to Ballyshannon*, via Mullingar, Cavan, Clones, and Enniskillen, p. 90.

27. *Dublin to Londonderry*, via Mullingar, Clones, Omagh, and Strabane, p. 91.

28. *Dublin to Belfast*, via Drogheda and Dundalk, p. 91.

29. *Dublin to Kingstown*, and excursions in the vicinity, p. 93.

30. *Dundalk to Enniskillen*, via Castleblaney and Clones, p. 94.

31. *Belfast to Londonderry*, via Antrim and Coleraine (branch to Portrush and Giant's Causeway), p. 94.

32. *Belfast to Enniskillen*, via Portadown, Armagh, and Clones, p. 95.

33. *Newry to Belfast*, via Rostrever, Newcastle, and Downpatrick, p. 95.

34. *Drogheda to Belfast*, via Navan, Kells, and Oldcastle, p. 97.

35. *Coleraine to Belfast*, by the Great Coast Road, via the Giant's Causeway and Ballycastle, p. 98.

All the routes of any importance are given above. To make them all will occupy two months. A ten days' trip would be landing at Queenstown, Cork and excursions, Blarney, Youghal, Killarney by rail, excursions, rail to Dublin, Belfast, the Giant's Causeway, Londonderry, and steamer to Glasgow.

After reading a description of the different objects of interest described in the "Guide," the traveler will decide what he prefers to see, and will know the length of time he wishes to devote to this interesting country.

THE island of Ireland is, from point to point, 300 miles long by 200 wide; on three sides—the north, west, and south—it is bounded by the waters of the Atlantic, and on the east by the Irish Sea, which communicates with the Atlantic on the northeast by the North Channel (separating Scotland and Ireland), 14 miles wide, and on the southeast by St. George's Channel (separating Ireland and Wales), 70 miles wide.

The island possesses an area of about 32,513 square miles, which presents mostly a level surface, the mountains being confined to regions near the coasts. A great plain stretches from Galway Bay on the west to Dublin Bay on the east, extending northward as far as Lough Neagh, and southward nearly to the borders of Waterford. A large portion of this plain is composed of bog-land, which is very extensive in Ireland, covering about 12,500 square miles, or nearly two fifths of the entire surface of the island. These bogs are of two kinds—the red and fibrous, or the black and compact—and are readily susceptible of drainage, as they lie in every case at some level above the elevation of the sea. The red bogs are the most numerous, and are found for the greater part in the central plain; they are capable of being reclaimed for cultivation, and now furnish an abundance of peat, the fuel mostly used by the people of Ireland.

The *mountains* of Ireland, instead of forming continuous chains, stand in detached groups at different parts of the coast, separating the interior plain from the sea. None of these reach to any great height, the highest (Macgillicuddy's Reeks, Lake Killarney) attaining only an altitude of 3413 feet. They may be divided into six groups: three on the eastern coast, the mountains of Wicklow, Mourne, and Antrim; on the northwest, the mountains of Donegal; on the west, the mountains of Connemara; and on the southwest, the mountains of Kerry.

The most prominent capes along the coast of Ireland, beginning on the north, and proceeding in a westerly direction, are: Malin Head, Horn Head, Rossan Point, Erris Head, Achill Head, Slyne Head, Loop Head, Kerry Head, Dunmore Head, Mizen Head, Cape Clear, Carnsore Point, Greenore

Point, Cahore Point, Howth Head, Benmore Head, and Bengore Head. Not far from the last is the *Giant's Causeway*, of world-wide fame, an immense promontory formed of huge piles of prismatic columns, arranged with a most perfect regularity side by side, and projecting more than a thousand feet into the sea.

The word *lough* in Ireland, like that of *loch* in Scotland, is applied equally to salt-water inlets or to inland lakes. Of the former, the principal ones on the northern coast are Loughs Foyle and Swilly; on the western coast, Donegal Bay, Clew Bay, Galway Bay, the Shannon's Mouth, Dingle Bay, Kenmare Bay, and Bantry Bay; on the south, the harbors of Cork and Waterford, the former being capable of navigation by ships of the largest size; and on the east, Dublin, Dundalk, and Dundrum Bays, and Strangford and Belfast Loughs.

No country in Europe possesses so large an area of fresh-water lakes, in proportion to its size, as Ireland. Lough Neagh, in the province of Ulster, is one of the three largest in Europe, and has an area of over 90,000 acres. The other principal lakes are the Corrib, Erne, Allen, Ree, Derg, Mask, and Killarney. The last-named, situated in the mountains of Kerry, are three in number, an Upper, Lower, and Middle Lake, covering an area of about 6000 acres, and are highly celebrated for their picturesque scenery.

Rivers.—The principal river in Ireland, as well as the largest in the United Kingdom, is the Shannon, which measures from its source in the County of Cavan, at a height of 345 feet above the level of the sea, to its mouth, a distance of 224 miles, passing on its course through the lakes Allen, Ree, and Derg. It has been made navigable from Lough Allen to the sea, 213 miles, by means of a few artificial cuts, one of which was made to avoid the rapids of Doonas, just above Limerick. The River Suck, on the right bank, is its principal tributary. The other principal rivers of Ireland are, on the north, the Bann and Foyle; to the east, the Slaney, Liffey, Boyne, and Lagan; and to the south, the Bandon, Lee, Blackwater, Barrow, and Suir. Of these the Barrow ranks second in length and importance; the Liffey, upon



which Dublin stands, is not navigable; the Lee, although draining an extensive tract of land, and discharging its waters into Cork Harbor, is not navigable above Cork. The Barrow and Suir rise in the Slievebloom Mountains, and unite in Waterford Harbor; the former is navigable as far as Athy, a distance of sixty miles, and the latter as far as Clonmel, forty miles up the stream.

Minerals.—Although coal occurs in many parts of Ireland, it is comparatively little worked, being of inferior quality to that found in Scotland and England, and the principal towns being consequently supplied from those countries. Peat, as before stated, is the exclusive fuel of the laboring population. Iron is to be found in many places, but is not worked, owing to the scarcity of coal; while the produce of the copper and lead mines, in the counties of Cork, Kerry, and Waterford, is not considerable. Granite, marble, and slate also occur to some extent.

Mineral springs are not numerous, but may be found at Mallow, the water of which is saline; at Castle Connell, near Limerick, chalybeate; and at Swanlinbar and Lucan, sulphurous.

Climate.—The climate of Ireland is much more moist than that of England, and the temperature has a more equal sway, the extremes of heat and cold being confined within narrower limits. The air is at all times filled with moisture, while the average number of days upon which rain falls is greater than in any country in Europe (208 days annually). The beautiful verdant aspect for which Ireland is so celebrated is the result of this humidity, which is caused by the insular situation of the country, as well as by the prevalence of westerly winds, which sweep over the island during three fourths of the year, leaving on their way the vapors of the Atlantic with which they are charged.

Ireland was formerly covered with extensive forests, traces of which may still be found in the numerous bogs, where whole trunks of trees are often discovered. These forests, however, have now almost entirely been cut down, and wood is comparatively scarce. Plants and animals are mostly similar to those found in Great Britain, but fruits, such as peaches, grapes, etc., do not ripen as in other countries,

except with the greatest care and attention.

Ireland is divided into four provinces—Munster, Connaught, Leinster, and Ulster—and into thirty-two counties. It contains a population of about 5,000,000, a decrease of 3,000,000 in the last twenty years, and is governed by a lord-lieutenant appointed by the Crown of England. Its situation, both financially and commercially, has greatly improved during the last fifteen years.

Linen is now the staple manufacture of Ireland, and, together with the well-known Irish poplins, is produced in large quantities for foreign use. Woolens, silks, cottons, muslin, gloves, paper, and glass are also manufactured to a greater or less extent.

Ireland is becoming well supplied with railroads, there being some twenty lines in full operation, extending from the extreme north and south, and east and west. In every direction not taken by railroads, good jaunting-cars may be procured at the rate of twelve cents per mile for a single person, or sixteen cents for two. The roads are all very fine, and, to the honor of the country, *no tolls*. The jaunting-cars are mostly made for the accommodation of four persons, but there are larger ones which serve as stage-coaches. In procuring seats, be particular to inform yourself from what quarter the wind is blowing, as these conveyances are uncovered, and, should the weather be cold or rainy, you may prefer sitting with your back to the wind. A thin water-proof coat and apron are very requisite on these occasions; also a strap with which to attach yourself to the car during the night in case you should fall asleep.

We would most decidedly recommend travelers who intend visiting Ireland and Scotland to disembark at Queenstown, the harbor of Cork, visiting the celebrated lakes of Killarney and the wild scenery of Connemara, then going north through Dublin, Belfast, and Coleraine, cross the Channel to Glasgow, visit the principal places in Scotland, and afterward work up to London, visiting the principal objects of interest on their way.

After being landed by the tug which meets the steamer to take off passengers and mails, proceed at once to the railway for Cork—only twelve miles distant—and

go to the *Imperial Hotel*. Trains leave Queenstown for Cork about every hour; time, 20 m.

Queenstown was formerly called the "Cove of Cork," but its name was changed in honor of Queen Victoria, who landed here when making her visit to Ireland in 1849. Population 10,340. It is six miles distant from Cork, for which city it forms one of the finest harbors in the United Kingdom, or even in the world. The entire navies of Europe could float in it with complete protection from the weather on every side. The entrance is admirably defended by two forts, one on either side of the channel. There is also the Westmoreland Fort on Spike's Island, which contains a convict prison; the inmates, numbering nearly one thousand, are kept continually at work on the forts. An order from the governor is required by travelers wishing to visit the island. Rocky Island contains the gunpowder, ten thousand barrels of which are kept in chambers excavated out of the solid rock. An order from the commandant of ordnance is required to visit this island. Hawlbowl-ine Island contains a tank capable of holding five thousand tuns of fresh water. No order necessary here. The harbor of Cork is noted principally for its beautiful scenery, and the town is becoming quite important as a watering-place on account of the salubrity and equality of the climate. The harbor is also celebrated for the number of regattas which take place annually. The splendid Inman line of steamers are arriving and departing four times a week for New York. To the west of the town there is a beautiful promenade formed from a substantial quay erected in 1848. It was into this harbor that Admiral Drake, of the British navy, retreated when chased by the Spaniards; then into "Drake's Pool," up a creek called Crosshaven, where he was so effectually hidden that the Spaniards, after several days' search, gave him up in despair, thinking he must have reached the Channel again by magic.

Steamers leave Queenstown several times per day for Cork. Although the scenery is very beautiful on the river, we advise taking the cars, which leave nearly every hour for Cork.

Steamers sail three times a day to Agha-

da and Cloyne, where travelers who have time to spare can visit the *Castle* of Rostellan, the former residence of the princely O'Briens, marquesses of Thomond. In the modern residence, which is beautifully situated at the eastern end of the harbor, is kept the ancient sword of the famous Brian Boroihme, who was an ancestor of the O'Briens. The grounds are very beautiful, and visitors are freely admitted. A visit should be made to *Castle Mary*, the residence of Mr. Longfield, where may be seen one of those Druidical remains peculiar to Ireland, and known as "Cromlechs," supposed by some to have been used as sepulchral monuments, and by others for sacrificial purposes. There are two cromlechs on this estate: the larger one is a stone fifteen feet long, eight broad, and three thick, one end resting on the ground and the other supported by two upright stones; the smaller one is of a triangular shape, and of the same inclination. It is supposed the inclined position was given that the blood of the victims slain upon them might run off freely. There are some to be seen in Wales, and, as in Ireland, they are generally seen near the sea.

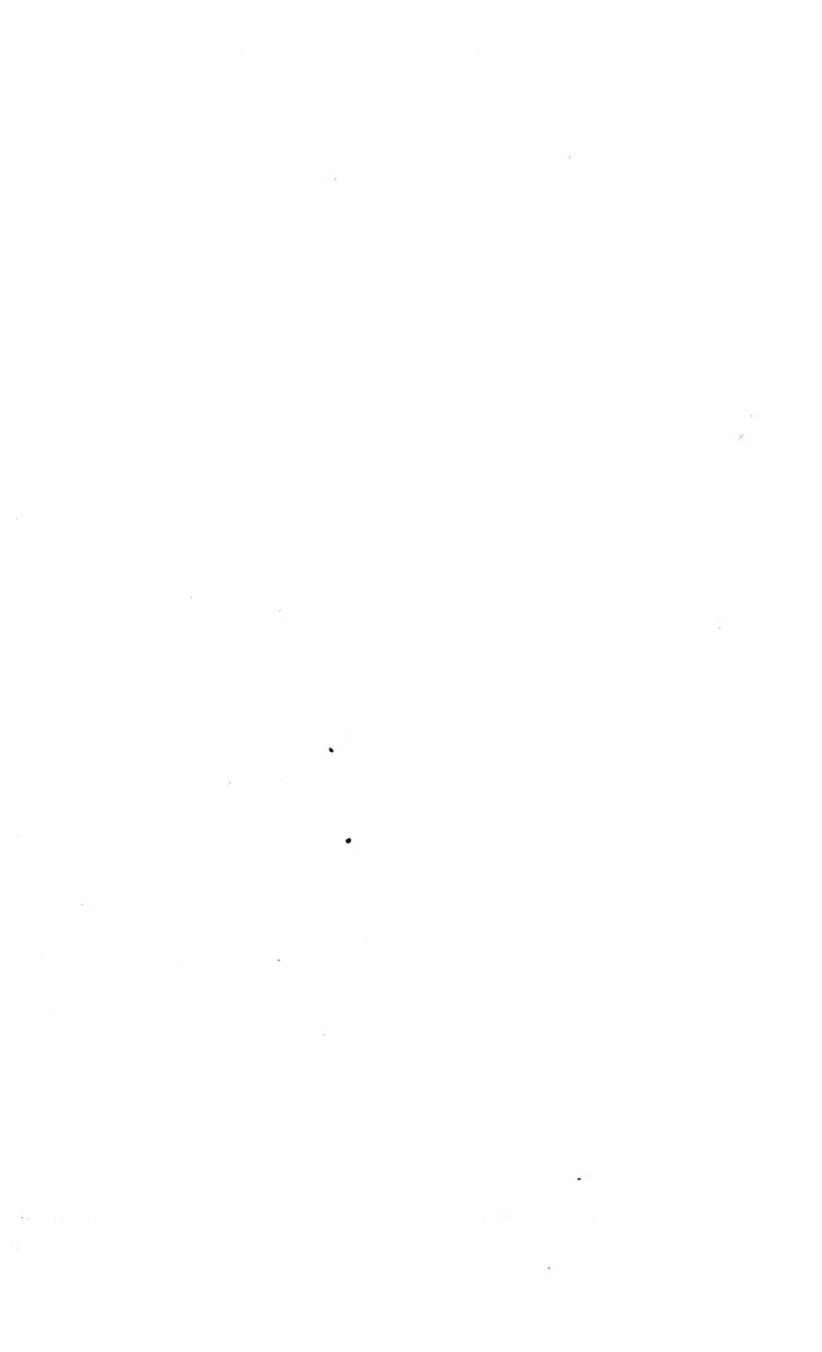
Cloyne, about one mile from Castle Mary, is noted for its ancient cathedral of the 14th century, and its round tower, one of the antiquities of Ireland, which was used for the double purpose of a belfry and for safety and defense. The height of this tower is one hundred feet, but the embattlements, which are ten feet high, are modern.

ROUTE No. 1.

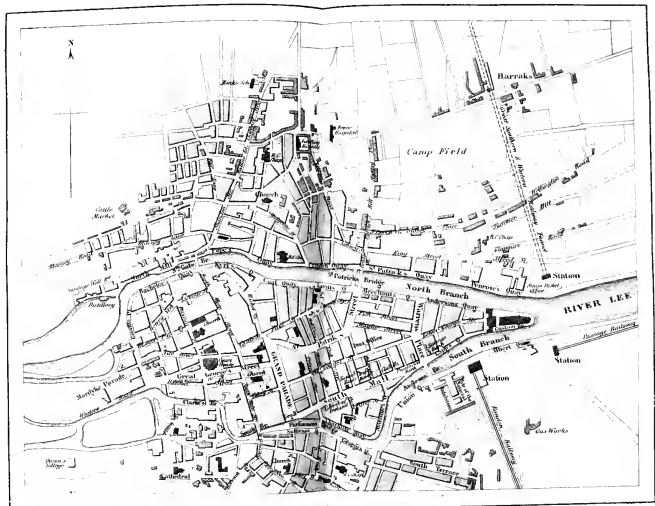
Queenstown to Cork, and excursions in the vicinity.

The distance from Queenstown to Cork is twelve miles, and may be performed either direct by rail, or by steamer, calling at Monkstown, Passage, and Blackrock. The distance may be done by rail in twenty minutes, while the steamer requires an hour. As the railroad runs parallel with and near the river, no advantages of scenery are lost by taking the quicker route.

Cork is a city of ancient origin, dating back to the ninth century, when the Danes invaded and held it in possession until it was taken by the English under Henry II. in the twelfth century. It was then under the rule of Dermot M'Carthy, prince of



CORK



Desmond. For several centuries the invaders were greatly harassed by the neighboring chiefs, and in their turn retaliated on the surrounding country. During the wars of the Protectorate, 1649, Cork took the side of the ill-fated Charles, but was surprised and captured. The cruelties then perpetrated by Cromwell upon the poor citizens are almost unparalleled in the annals of warfare. It was again besieged for five days by Marlborough in the reign of William III.

Cork contains at the present time 78,642 inhabitants. The principal hotel, and the best in the south of Ireland, is the *Imperial*, finely conducted by Mr. Curry. Attached to the house are the City Reading-rooms, to which visitors at the hotel are freely admitted. The city is situated on both banks of the River Lee, which is crossed by nine bridges, all of modern construction and elegant architecture. The principal streets and suburbs are well paved and lighted, but the back and narrow streets are generally in a poor condition. It was formerly the second city in Ireland in size and commerce, but Belfast now takes that place. There are no manufactures of importance in Cork, but its breweries, distilleries, tanneries, and foundries do a large business, while its export to England of corn, provisions, and livestock is considerable. A large business in the butter-trade is also carried on. The principal public buildings of Cork are the small cathedral church of St. Finbar, which is unworthy the reputation of Cork, with the exception of the tower, which is ancient. It was built in 1735. It is, however, soon to be replaced by a new cathedral. Near it are the bishop's palace, and cemetery. At the western end of the Grand Parade is the court-house, which is much admired for its graceful appearance. The *Church of St. Anne* is remarkable for its magnificent position, commanding as it does a fine view of the whole city. Its bells are one of the "lions" of the city. Its appearance is very picturesque and very droll, one side built of different colored stone from the other. It is built in stories. James II. heard mass here during his residence in Cork. On the northern side of the river there is a very beautiful Presbyterian

church. The *Church of the Holy Trinity* is a handsome Gothic building, interesting from the fact that it was founded by Father Mathew, the temperance apostle, whose visits to the United States many of our travelers must remember, and whom all must revere, not only for the good he has done in his native country, but also in our own. (We have noticed in traveling through Ireland that the most careful drivers, and those in whom their employers have the greatest confidence, are disciples of Father Mathew, and have drunk neither ale nor spirits for twenty years.) The church contains a finely-stained glass window, as a memorial to Daniel O'Connell. A fine monument has recently been erected to Father Mathew in St. Patrick Street. The interior of the Roman Catholic church of *St. Mary's* is very beautiful. There is also a church built in honor of St. Patrick. The *City Jail* and *County Prison* are both very fine buildings, the former built of limestone and the latter of red sandstone. On the southern side of the Lee, on a fine, elevated position, is situated the beautiful building built for *Queen's College*—seen to an advantage on the way to visit Blarney Castle.

Cork, if it had not its Victoria Park of 140 acres, would, in a great measure, be supplied with one by its contiguity to the Groves of Blarney, and its lovely surroundings. The citizens also have a very beautiful walk bordering the river, called the *Mardyke*, which is about one mile long, and shaded by fine elm-trees, which form a beautiful arch overhead; when lighted at night, it presents a very charming appearance. It was in Cork that William Penn became a convert to Quakerism. He was visiting the city on business relating to his father's property when he was converted. Cork must ever be a place of great resort to travelers, if only for its contiguity to *Blarney Castle* and the "Groves of Blarney," which are situated some six miles from the city. There are two roads by which to reach the castle in addition to the railway; but as the last sets you down over a mile from the castle, we would advise taking a carriage or car from the *Imperial Hotel*, and drive by the *Sunday's Well Road* and *Blarney Lane*, which winds nearly all the way along the banks of the lovely silver Lee, embracing exquisite views of *Queen's College*, the beautiful ground

of Blackrock, and richly clothed heights of Glenmire. Distance five miles: price of a car, 3s. 6d. Do not allow your driver to return by the short and much less pleasing route of Blackpool and the northern suburbs. Carriages may be hired from Mr. Curry, *Imperial Hotel*. The noted castle of Blarney was long the residence of the younger branch of the royal race of McCarthy, by whom it was erected in the 15th century. The ruins consist of a dungeon 120 feet high, with other lower remains less massive, but still so strong as to have rendered it impregnable before the introduction of gunpowder. Do not fail to descend to the basement on the outside, not only to examine the curious caves and natural excavations made in its rocky foundation, but to obtain a proper idea of its original size and strength: nearly the whole mass is charmingly covered with ivy. On the river side the guide will point out the place where its defenders poured down the molten lead on the heads of Cromwell's followers. The great reputation, however, that Blarney Castle has acquired throughout the world has been through the "Blarney Stone," which is said to endow the person who kisses it with such persuasive eloquence, such an irresistible wheedling tongue, that no lady can resist him; hence the song:

"There is a stone there,
That, whoever kisses,
Oh, he never misses
To grow eloquent.
'Tis he may clamber
To a lady's chamber,
Or become a member
Of Parliament.
A clever spouter
He'll sure turn out, or
An out and outer
To be let alone!
Don't hope to hinder him,
Sure he's a pilgrim
From the Blarney Stone."

This stone is situated at the northern angle, 20 feet below the summit, and bears the following inscription: "*Cormack MacCarthy fortis mi fiori fecit, 1446;*" but, for the accommodation of travelers, as this stone is mostly inaccessible, there is another kept on the floor of the first apartment you enter, which you will be assured has the same virtue as the other: we think, in this *one* respect the guide may be implicitly believed! It is very difficult to tell whence came the reputation of this stone,

but in former ages the peasantry firmly believed in its virtue, and the word "Blarney" has become of world-wide celebrity. The "Groves of Blarney," which adjoin the castle, are still very beautiful. It is said they were formerly adorned with statues, grottoes, fountains, and bridges; although these have disappeared, we still have the

"Gravel-walks there
For speculation
And conversation."

Croker, in his "Songs of Ireland," wrote of them thus:

"The groves of Blarney,
They look so charming
Down by the purling
Of sweet, silent streams,
Being banked with posies
'That spontaneous grow there,
Planted in order
By the sweet rock close.

"'Tis there the daisy,
And the sweet carnation,
'The blooming pink,
And the rose so fair;
The daffodowndilly,
Likewise the lily—
All flowers that scent
'The sweet, fragrant air."

The old woman who has charge of the castle, and the old man who unlocks the beauties of the "Groves," each expect a shilling; sixpence to the woman at the lodge, and a shilling to your outside guide, will be necessary.

A short distance from the castle lies the lovely little lake of Blarney, to which is attached another tradition. 'Tis said that McCarthy, earl of Clancarty, whose possessions were confiscated during the Revolution, threw all his family plate into the lake at a certain spot; that the secret is never known but to three of his descendants at a time: that before one dies he communicates it to another of the family. The secret is to be religiously kept until one of the descendants again becomes possessed of the property. 'Tis also said that herds of beautiful white cows rise at certain seasons from the bottom of the lake to graze on the bordering pastures! Blarney Castle is the property of Sir G. Colthurst, M.P., and is freely opened to the public.

About two miles from the castle is the celebrated hydropathic establishment of Dr. Barter, where the first of the Turkish Baths, now to be found in all parts of Great Britain, was erected in 1844.

Cork to Dublin; time, 6 h. 4 m.; fare, £1 12s. (See Route No. 10.)

Cork to Killarney; time, 3 hours (Route No. 4); to *Queenstown*, by boat in 1 hour, by rail in $\frac{1}{2}$ hour (Route No. 1).

Cork to England, see *Routes between England and Ireland*, p. 100.

ROUTE No. 2.

Cork to Bantry, via Bandon.—This route is performed by rail as far as Dunmanway, and thence by stage to Bantry. Distance 57 miles.

After leaving the Cork terminus of the Cork and Bandon Railway on Albert Quay, the train passes over the Chetwynd Viaduct, and soon reaches Waterfall Station, where a most beautiful view of Cork, with its suburbs and lovely surrounding scenery, may be obtained. The ruins of Mourne Abbey and the remains of a Danish fort are then passed before the train reaches a junction, where a branch line diverges to Kinsale. (*Hotels, Royal George and Army and Navy*).

The town of *Kinsale* stands 10 miles distant from this junction, at the mouth of the River Bandon; the streets rise one above the other on the slope of Compass Hill, giving the place a very pretty appearance from a little distance. It is a place of considerable historic importance, being one of the oldest towns in Ireland. Population 6404. During the wars of the Protectorate it was one of the first to declare in favor of Cromwell, and was subsequently the scene of several important engagements. At the beginning of the seventeenth century it was held for some time by a force of Spaniards, who landed here to aid the insurgents, and who were expelled with the greatest difficulty. Almost nothing remains of the old walls and fortifications; on the western side of the harbor stand the ruins of the old fortress of Castlenapack and of Ringrove Castle, the seat of the De Courcys. To the south of the town, at the extremity of a promontory which projects three miles into the sea, stands the light-house, 243 feet high, which is one of the first objects seen by our countrymen on arriving at Queenstown. The light from here is visible in clear

weather at a distance of 20 nautical miles. Not far from the light-house stands the ruined castle of Duncearney, which was built by John de Courcy, Earl of Ulster, who received the title of Baron of Kinsale, together with a grant of the surrounding country, during the reign of Henry II.

Returning by the main road to Bandon, the line passes close to the picturesque ruins of Dundaniel Castle, where the River Brinny unites with the Bandon, and enters through a tunnel into the Bandon valley, and then crosses the river to Innishannon Station, two miles from Bandon. The town of *Bandon (Devon's he Arms)* is one of the most important in the south of Ireland. Its distilleries and breweries are of considerable magnitude. Population 6131. The environs are decidedly beautiful, and the castle and grounds of the Earl of Bandon are well worth a visit. The gardens and conservatories are freely shown to the public, except on Sundays. The Bandon River is noted for its trout and salmon fishing.

At Bandon the Cork and Bandon Line ends, and the West Cork Railway commences. The road from here is not so interesting, except for the handsome private mansions which lie dotted along its course, until we pass Ballineen, near which an ancient bridge, composed of several small arches, crosses the river leading to Ballymoney. Proceeding along the banks of the river, through scenery of unsurpassed loveliness, we pass the Castle of Ballinacarrig, a former stronghold of the O'Hurleys, reduced to its present ruined condition in the time of Cromwell. The interior contains some curious carvings and inscriptions.

Dunmanway (population 2044) is a thriving village, lying at the foot of the hills which separate the Bandon valley from that of the Lee. The railroad now ends here, but will eventually extend to Primoleague, seven miles nearer to Bantry. At the present time cars and coaches, in connection with the company, run from here to Bantry. The road passes over bleak and barren country utterly uninteresting to the traveler, until passing through a deep gorge the Bay of Bantry suddenly bursts upon his view. At the head of the bay lies the town, while facing it stands Whiddy Island, crowned with an imposing fort:

Hungry Hill, the Sugar Loaf, and the Cahir Mountains may be seen in the distance. This bay has twice been selected by the French for their descents on the Irish coast: once in 1689, when an engagement took place here between the French fleet and Admiral Herbert, ending to the advantage of the former; and again in 1796, when they appeared off the coast with a fleet manned by 15,000 men, but which was dispersed by a severe storm.

Bantry.—Hotels, *Lannin's* and *Godson's*. (The coach stops at the first of these houses.) Population 2421.

The town is small, and contains little of interest, unless we except Seacourt, the seat of the Earl of Bantry, a very beautiful place, which should be visited if you have time. The ruins of a Franciscan friary, founded by an O'Sullivan in 1466, may be seen within the demesne, together with the extensive cemetery attached.

ROUTE No. 3.

Cork to Kenmare and Killarney, via Macroon.—Distance 73 miles.

The railway is open from Cork to Macroon, a distance of 23 miles, and coaches run during the summer season. Four miles from Cork we pass Carrigrohane Castle, formerly a stronghold of the M'Carthys, situated in a most delightful spot. Farther on we pass the ruined church of Inniscarra, which is situated at the confluence of the Rivers Lee and Bride. At *Carrigudrohid*, where we cross the River Lee by a bridge built by Cromwell, notice the picturesque castle built on a rock in the middle of the river. It was erected by a M'Carthy, and was besieged by the English in the middle of the 17th century. The English governor captured the Bishop of Ross, but promised him his liberty if he would prevail on the garrison of the castle to surrender, instead of which, when brought before the castle, he besought them to pro-

long the struggle, for which he was hung on the spot by the English.

Seven miles more we pass the ruins of Mashanaglas Castle, built by Owen M'Leviney, and one mile more to *Macroon*, the terminus of the railway. Population 3193. The *Queen's Hotel* is the best. The town is prettily situated in the valley of the Sallune. Its only object of attraction is its castle, which must be highly interesting to all Pennsylvanians as being the birthplace of Admiral Penn, father of William Penn, who was born inside its walls. It was erected in the reign of King John, and was destroyed several times in the 17th century. The distance from Macroon to Killarney by Kenmare direct is fifty miles, and to Bantry by Inchigeela thirty-four. Before arriving at the lakes of Inchigeela we pass, on our left, the Castle Masters, one of the strongholds of the O'Learys. The lakes of Inchigeela are formed by the expansion of the River Lee, and present a panorama of most lovely scenery. On an island in one of these lakes is a ruin called the Hermitage of St. Finnbar, where there is a holy well, which in former times was held in high reverence by the inhabitants, and was a place of pilgrimage for the peasantry, who believed its waters were a sure cure for all the ills that flesh is heir to. The tradition is thus: St. Patrick, after banishing the reptiles out of the country, overlooked one hideous monster, a winged dragon, which desolated the adjacent country, and power was conferred on St. Finnbar to drown the monster in the lake, on condition of erecting a church where the waters of the lake met the tide, which accounts for the present cathedral of Cork. After passing through the wild and gloomy pass of Keimaneigh, the town of Bantry appears below.

From Bantry one can proceed to Glengariff either by land or water; but, although the wild scenery of the bay is very beautiful, we would advise continuing by car, as the most beautiful part of this route commences at Bantry.

The road follows the northeast bend of the bay, and soon crosses the Mealagh, whose waters fall here over a ledge of rocks, producing a very pretty cascade. The road just taken by the tourist through the pass of Keimaneigh meets the Bantry road just after the Orovane is crossed, and

enters the charming valley of Glengariff, so justly admired by travelers. Glengariff is the name of an indentation of coast in the northwestern part of Bantry Bay, and of a small river of which this harbor is the mouth. A day or two might easily be spent in the town (Hotels, *Royal and Bantry Arms*) for the better enjoyment of the beauties of the surrounding country. Glengariff Castle, the property of R. H. White, Esq., should by all means be visited—the grounds being freely opened to travelers. Cromwell's Bridge, erected by the Protector when in pursuit of the O'Sullivans, is a very interesting ruin, standing on the old Bearhaven road.

The road from Glengariff to *Kenmare* (population 1205) is mostly cut through the solid rock, and is noted for its wild and rugged beauty; distance 16 miles. The town is entered by a beautiful suspension bridge 470 feet in length. Principal hotel, *Lansdowne Arms*. Kenmare is a small, neat town belonging to the Marquis of Lansdowne; good salmon-fishing may be had in the vicinity. The views on the road from here to Killarney (20 miles) may be truly styled most magnificent; at the highest point on the way the view embraces the three lakes with their fairy scenery, the wild grandeur of the Gap of Dunloe, together with the crested tops of the Shehy Mountains, Mangerton, Torc, and Macgillicuddy's Reeks. We next cross Gallway's Bridge, and, passing through a tunnel, drive along the base of Fore Mountain until we reach the *Royal Victoria Hotel*, Killarney (Route No. 6).

the ruins of Mourne Abbey, near the village of Ballinamona, and soon reach the town of *Mallow* (population 4165), formerly a watering-place of considerable notoriety. It is situated on the left bank of the Blackwater River, and is clean and well built, the mediæval aspect of building predominating. There is a good spa-house, library, and reading-room. This town formed part of the territory of the Earl of Desmond, and was granted by Queen Elizabeth to Sir D. Norreys after the earl's attainder. The castle is a modern Elizabethan edifice, situated on the bank of the Blackwater River, near the east end of the town. The square tower, the only remaining portion of the old fortress, stands within the grounds.

At Mallow the Killarney Junction Railway turns off to the right, passing at a short distance the ruins of Dromaneen Castle; farther on to the left stands another ruin crowning the summit of Gazabo Hill, while at Kanturk we pass an unfinished castle commenced by the Macarthy's during the reign of Elizabeth. Its building was interrupted by order of the Queen, on the ground that it might prove detrimental to the state. The train next enters the glen formed by the meeting of the Boghra and Caberbarua Mountains, and reaches Millstreet. Drishane Castle, the seat of H. Wallis, Esq., is situated about a mile distant from this town. This castle was built by Dermot Macarthy in 1436, and remained in the possession of his family until 1641, when it was forfeited by his descendant Donagh.

Skinnagh Station is the last before reaching Killarney. A little to the left of the station stands Flesk Castle, the seat of Mr. Coltsman.

ROUTE No. 4.

Cork to the Lakes of Killarney by rail, via Mallow Junction.—Time, three hours.

This is far the quickest, though most uninteresting route for reaching Killarney. Leaving the city, the train runs through a long tunnel, and passes on the right the ruins of the celebrated Blarney Castle, already described. Farther on we come to

ROUTE No. 5.

Cork to Youghal and Blackwater River to Fermoy, and return via Mallow.—Since the opening of the railroad between Cork and Youghal, a distance of 28 miles, many tourists ascend the beautiful Blackwater River,

not only for the purpose of angling, but for enjoying scenery not surpassed in loveliness by any thing in the United Kingdom. The river is noted for its abundance of salmon, trout, and perch. This excursion may be made, if necessary, in one day, by taking the first train from Cork, spending an hour or two at Youghal, then proceeding on the steamer to Cappoquin, which is as far as the Blackwater is navigable; from Cappoquin to Lismore and Fermoy by post-car, and at Fermoy taking the train to Mallow Junction, and thence to Cork.

The situation of *Youghal*, on the side of a hill overlooking the mouth of the Blackwater, is exceedingly beautiful and picturesque. Population 6081. The town (*Devonshire Arms*) contains several objects of interest to the traveler, among others the house occupied by Sir Walter Raleigh when living here as magistrate in 1588, and the Collegiate Church of St. Mary, one of the many ancient religious foundations abounding in this neighborhood. This church, founded in the 13th century, is situated on the side of a precipitous slope thickly overgrown with trees, on the summit of which a portion of the ancient walls of the town are still standing, surmounted by five of the cannon formerly belonging to the old fort of Youghal. The church, although small, is very beautiful; it is built in the early pointed style of architecture, and in the form of a Latin cross. It contains several curious monuments, coffin-lids bearing Norman-French inscriptions, and in the north aisle a peculiar wooden cradle, where the sword of the corporation was formerly placed. In this aisle may also be seen the tomb and recumbent figure of Thomas, eighth Earl of Desmond, Lord-deputy of Ireland, who founded in 1464 "Our Lady's College of Youghal," situated by the side of the church. Of this building there is hardly a remaining vestige, a new house having been built on the site in 1782. Both college and church were desecrated in 1579 by the rebellious Earl of Desmond.

The Warden's House, celebrated as the residence of Sir Walter Raleigh (1588-89), and where he entertained Spenser while that poet was preparing his "Faerie Queene" for publication, is situated to the north of the church; it is built in the old English style of architecture, and dates from the 15th century. Some of the rooms are

wainscoted and decorated with carved oak. A luxurious growth of arbutus plants, as well as bays, yews, and myrtles, ornament the garden. Here also the first potato was planted in Ireland by Sir Walter, and here, for the first time, the air of Hibernia was scented by the fragrant weed of our own Virginia. During the reign of Elizabeth a large portion of the surrounding territory was granted to Sir Walter, who disposed of it to Mr. Boyle, author and philosopher, in 1602. From this Boyle, who was created Earl of Cork, was descended the lady who married the fourth Duke of Devonshire, and who inherited all the estates, so that the present owner of Chatsworth, the most beautiful residence in England, is also the owner of this delightful district.

Youghal has greatly improved during the last ten years. New buildings have in many places replaced most dilapidated predecessors, and every attempt is being made for infusing commercial activity, and for transforming the town into an attractive watering-place, for which it already possesses, in the shape of a natural resource, a good sandy beach excellently adapted to sea-bathing.

Those fond of inspecting antiquities should make an excursion to *Ardmore*, five miles distant from Youghal, before proceeding up the Blackwater. These antiquities consist of a round tower, cathedral, oratory, church, and well, all bearing the name of St. Declan—a missionary born in the beginning of the 5th century of noble family—who founded here a seminary for the purpose of diffusing Christianity far and wide, and whose influence is said to have soon extended over all parts of Ireland. The most ancient part of the cathedral is the choir, which is separated from the nave by a beautiful pointed arch. In the interior are two Ogham stones, discovered in 1854-55, on one of which is the inscription, "Lughndh died on the sea on a day he was a-fishing, and is entombed in the grave's sanctuary."

In the church-yard stands a round tower of five stories, ninety feet in height. At the top are four windows facing the cardinal points; the bell which hung here is said to have been heard at a distance of eight miles, so strong was its tone. Two skeletons were discovered at the base of this tower during some excavations, which has

led to the belief that the round towers were generally used as places of sepulture. St. Declan's Oratory is the most ancient of all the buildings; it is a small hut fourteen feet long, with side walls projecting a little beyond the roof. The lintel of the doorway, now blocked up by earth, is formed of a single stone. St. Declan's Well is situated on a steep cliff overhanging the sea. At the festival of St. Declan, held on the 24th of July, the peasantry flock here from all parts of the neighborhood, and perform penance by creeping under a huge boulder called St. Declan's stone, by which act they are supposed to benefit their physical health as well as their spiritual condition.

Ardmore is reached by crossing the river at Ferry Point from Youghal, and there engaging a carriage to go and return.

Returning to our route up the Blackwater, the steamer, after leaving Youghal, passes under an immense timber bridge, the largest of its kind in Ireland. It crosses the river about a mile and a half from the town, and is upheld by fifty-seven sets of piers; its length is 1787 feet, which, with a causeway 1500 feet long with which it is connected, makes a total of 3287 feet. We next pass on the left the ruins of Rhinerew Abbey, situated on the summit of a hill bearing the same name. This abbey was founded by Raymond le Gros, and was once a preceptory of Templars. The view from here is delightful. Farther on we notice the ruins of Temple Michael Castle, dating from the 14th century, and reduced to its present dilapidated condition by the forces of Cromwell. We next pass Ballinatyry, the beautiful modern residence of the Hon. C. Smyth; in the grounds are the ruins of the Abbey of Molano, founded in the 6th century, said to contain the remains of Raymond le Gros, the companion of Strongbow. Among some fine paintings possessed by Mr. Smyth, one of great interest is a full-length portrait of Sir Walter Raleigh, by Zuccherò. After passing Cherrymount, Loughtane, and Clashmore House, the last the property of the Earl of Huntingdon, we reach the ruins of Strancally Castle, one of the many strongholds of the Desmonds. They stand on a cliff rising almost perpendicularly out of the water, with a cavern underneath (laid bare when the castle was blown up by order of the English government), formerly used as a prison, where

many deeds of cruelty were enacted: a large hole may still be seen through which the victims of the castle's owner were thrown into the river. After passing Villerston, we arrive at Dromana, the seat of Lord de Decies. Behind the modern mansion are the remains of a fine old castle, another of the residences of the once powerful Desmonds. Here the cherry-tree was first introduced from the Canary Isles by Sir Walter Raleigh, and the death of the famous Countess of Desmond (who presented a petition to James I. at the English court when 140 years of age) was occasioned by a fall from the branch of one of these trees (?). Climbing cherry-trees seems to be rather a juvenile amusement for an old lady of 140; but the story is *in print, and should be believed*.

The village of *Cappoquin*, at the head of navigation, is most delightfully situated on the north bank of the river, and a few days might well be spent here (*Powers's*), if the traveler have plenty of leisure. Population 1526. Four miles from the town is the Trappist Convent of Melleray, an order of Mount St. Bernard. The building, although a plain one in exterior, being built of stones picked up by the monks on the surrounding estate, contains a fine chapel, with a beautiful stained-glass window. A large tract of barren land, granted to the brotherhood by Sir R. Keane, whose seat, Cappoquin House, lies in the immediate neighborhood, has been entirely reclaimed by the labors of the monks, who succeed in feeding and clothing themselves from the produce, and also in administering largely to the wants of the poor of the vicinity. The rule of perfect silence is allowed to be broken by one of the monks in favor of visitors, who are always most politely received.

From Cappoquin to Lismore the route is performed by mail-car, through most beautiful scenery, in about three quarters of an hour. The cars leave at 10.45 A.M. and 5.15 P.M., on week days only.

Lismore, one of the most ancient towns of Ireland, contains a population of 1946. It was the seat of one of the four universities existing in Ireland in the 7th century, which was destroyed by the Scandinavians, after repeated attacks, in 830, when the collegiate buildings were plundered and burned. A fortress was erected

here by King John in 1185, which afterward became and remained the residence of the bishops of the diocese until 1589, when it was granted to Sir Walter Raleigh. It became the property of the Duke of Devonshire (by marriage) in 1753, together with the other estates of the Earl of Cork.

The castle, mostly built by the second Earl of Cork, stands on the summit of a cliff overlooking the Blackwater, and is shown to visitors by the housekeeper on sending in their cards. The interior of the castle is most beautifully decorated, and the views from the windows very fine, especially from the tapestried room, called after James II., when that monarch was entertained in 1690, and when, on entering the room, he started back affrighted at the view of the great depth at which the river flowed below, and accused his host of a design to throw him into the abyss. The arms of the Earl of Cork may be seen over the gateway of the castle, and under the archway two spaces are visible, made to accommodate two horsemen, who mounted guard in ancient times in front of the first doorway, giving it the name of Riding House. A fine bridge, erected by the late Duke of Devonshire, crosses the Blackwater just below the castle; near to it stands the cathedral, approached from the town through a beautiful avenue of trees. This building, restored by the Earl of Cork in 1663, has since had many additions, and is well worth a visit. The stained windows of the choir, the oak carvings, and the Norman arch which forms the entrance, are all very fine.

The distance from Lismore to Fermoy may be performed by rail in three quarters of an hour.

Fermoy lies about 20 miles to the northeast of Cork, and 17 miles from Mallow Junction, and contains 7388 inhabitants. It is a flourishing town, mostly situated on the southern bank of the Blackwater, and is one of the largest military stations in Ireland. This prosperity is chiefly owing to a Mr. Anderson, a barrack contractor, who built here two barracks on the north side of the river, capable of accommodating 3000 men, as well as a hotel, a military school, and several houses. The Blackwater is crossed here by a fine stone bridge supported by 13 arches, also planned by Mr. Anderson. About a mile above Fer-

moy, and occupying both banks of the river, are the park and plantations of Castle Hyde, within which the ruins of Cregg Castle may be seen. Convamore, the seat of the Earl of Listowel, lies five miles from Fermoy on the north bank of the river; the park contains the ruins of Ballyhooley Castle, once a fortress of the Roches. Glanworth Castle, the ancient seat of the Roches, is situated on a rocky eminence overlooking the Funcheon, and close by the village of Glanworth. The road to this village from Fermoy runs through the beautiful valley of the Funcheon, and passes a curious altar of the Druids, called the Hag's Bed. A holy well is situated under the walls of Glanworth Castle, while not far distant are the remains of a Dominican abbey founded by the Roches in 1227.

If the traveler have time at his disposal, a few hours should be spared for an excursion from Fermoy to Mitchellstown and its famous stalactite caverns. The distance to Mitchellstown is eight miles, and from there to the caverns seven miles. The caves bear the same name as the town, from their having formed part of the same estate until 1851. The road from Fermoy crosses the valley of the Funcheon and passes over the Kilworth Hills. The village of Kilworth forms part of the Moore Park estate, within which lie the ruins of Cloghlea Castle. The ruins of Caherdriney Castle, placed on the summit of the Kilworth Hills, are seen for some time before reaching Mitchellstown.

Mitchellstown, situated in a most beautiful country, and surrounded by mountain ranges, was formerly the property of the Earl of Kingston. Population 2743. It contains the finest modern castle in Ireland, built in 1823. The interior will be shown to any visitor sending in his card, while admission to the park may be obtained by application at the gate.

The road to the caves runs through the long valley formed by the Galtee Mountains on the north, and the Kilworth and Knockmeledown Mountains on the south, and passes through the village of Kilbenny. A mile farther on is the Mountain Lodge, formerly belonging to the Earl of Kingston, but now, together with its rich plantation, the property of the Irish Land Company. The caves are situated in two small, round hills of gray limestone; in

THE LAKES OF KILLARNEY.



the most westerly of these is the old cave, now seldom visited, but known for many years before the discovery of the larger and more interesting one in 1833. The entrance to the new cave lies midway up the more eastern hill; at a public-house, about a mile before reaching the mouth of the cave, visitors are provided with guides and dresses for the expedition. A long passage is traversed, and a precipice descended by means of a ladder, before the first chamber is reached, and from here other passages lead to fifteen chambers of different sizes, to the principal of which the guides have given the names of Kingston Gallery, House of Lords, House of Commons, O'Leary's Cave, O'Callaghan's Cave, Kinsborough Hall, and the Altar Cave. About two hours are necessary for the exploration of this cave, with whose wonders and beauties nothing can be found to compare in the United Kingdom. The stalactites and stalagmites are magnificent, and in many places unite to form most beautiful natural columns for the adornment of the rooms.

Returning to Fermoy, the tourist may take the train to Mallow, which is reached from Fermoy in 46 minutes. The line follows the left bank of the Blackwater, passing eight miles from Mallow the Castle of Carrigacuna, and continuing its course past numberless lovely residences lying on both banks of the river, until it reaches that town.

ROUTE No. 6.

Killarney, with its Excursions, and Tralee.

The lakes of Killarney are, without exception, the most beautiful in the United Kingdom. The principal hotels are the *Royal Victoria and Railway*. The *Victoria*, beautifully situated on the principal lake, commands a splendid view, and is admirably conducted; an elegant *salle à manger*; lighted with gas manufactured on the premises. The *Railway Hotel*, the property of the Great Southern and Western Company, has first-class accommodation, and is fitted up with every comfort. It is connected with the station by a covered way, and is centrally situated for visiting the different lakes. It is confidently recommended to the tourist. It is well managed by Mr. G. I. Capsey.

If the traveler have but a single day to spare to "do" the lakes, he must leave his hotel early in the morning, sending first a horse ahead to ride through the Gap of Dunloe, also a boat to meet him at the end of the upper lake. There is a regular tariff both for carriage, horse, and boat; the boatmen expect about one shilling each in addition to the regular tariff. This excursion will occupy the whole day. If he have two days to spare, Muckross Abbey and mansion, and the Torc waterfall, as well as Ross Castle and Island, should be visited; in fact, there are lovely excursions, such as the ascent of Mangerton or Carrantal, and the excursions to Glencappat and Lough Guitane, which will occupy every day in a whole week.

Leaving Killarney for the Gap of Dunloe, a distance of about eleven miles, we pass first, on our right, the venerable ruins of Aghadoe. In about five miles we arrive at the ruined church of Killaloe, then Dunloe Castle, recently restored, once the residence and the stronghold of the O'Sullivans. In a field near by is the Cave of Dunloe, discovered in 1838. The stones of the roof contain writing of great antiquity, and will be interesting to the antiquarian, but the visit will hardly repay the general traveler. Near this is the mud and stone mansion of the granddaughter of the celebrated "Kate Kearney," who formerly inhabited the same cottage. Although the charms and beauty of the family have sadly degener-

ated, the "potheen" is probably still as good; and the lineal descendant of the far-famed Kate will, for a small remuneration, dispense to you some of the genuine "mountain dew," which, with a little goat's milk, is a very fair beverage. The Gap of Dunloe is one of the most celebrated places in Ireland. It is a narrow and gloomy defile, four miles in length, through which you must either walk or ride on horseback, the carriage-road ending at the entrance to the pass. Huge masses of overhanging rock darken the course of a small stream, called the Roe, which traverses the whole distance of the gap. At different points small cannon are fired off by the natives, which produce a fine effect. As powder costs something, a small fee is expected. At some points the height of the surrounding rocks (Macgillicuddy's Reeks) is 3414 feet, and a greater portion of the pass is through a chasm, the precipitous rocks rising on either hand over two thousand feet. The Roe, during its downward course, expands into several small lakes, into one of which the author of the Colleen Bawn threw his heroine. Emerging from the pass, we come in sight of the gloomy amphitheatre called the *Black Valley*, which, Kohl says, "had there been at the bottom, among the rugged masses of black rock, some smoke and flame instead of water, we might have imagined we were looking into the entrance of the infernal regions." Following the road which winds down the mountain, we arrive at the Hon. Mr. Herbert's cottage, where your boat is in waiting. Previous to entering the grounds a toll is exacted at the gate; double if you take your horse through. Be careful you are not torn to pieces by beggars, guides, and other nuisances, which infest this spot. The author, at the time of his last visit here, had his leg nearly broken by a kicking horse, which his owner stood in the pathway because he could not hire him to us for two shillings when we were already mounted on one for which we had paid five. Unfortunately, our stick broke at the first blow over the scoundrel's head. Embarking on board the boat, the traveler has now an opportunity of refreshing himself by a lunch, which should be sent by the boat, while the oarsmen pull him down the Upper Lake, which is two and a half miles in length. This lake is considered by many as the

most beautiful of the three; but it is very difficult to make a comparison. This is noted for the wild grandeur of its beauties, while the Lower Lake is held in high admiration for the glorious softness of its scenery; while many, again, think the Torc, or Middle Lake, the most beautiful. Thackeray, in his *Irish Sketch-book*, says, when asked about the Torc Lake, "When there, we agreed that it was more beautiful than the large lake, of which it is not one fourth the size; then, when we came back, we said 'No, the large lake is the most beautiful,' and so, at every point we stopped at, we determined that that peculiar spot was the prettiest in the whole lake. The fact is, and I don't care to own it, they are too handsome. As for a man coming from his desk in London or Dublin, and seeing the whole lakes in a day, he is an ass for his pains. A child doing a sum in addition might as well read the whole multiplication table and fancy he had it by heart."

After passing M'Carthy's Island (so called from the fact that one of the last chiefs of that race took refuge here) and Arbutus Island, the largest in the Upper Lake, where the beautiful arbutus-tree, indigenous to Killarney, grows to perfection, we enter a long strip of water, called the Long Range, which is nearly five miles in length, and connects the Upper with the Middle of Torc Lake, and which presents some beautiful scenery. After passing Coleman's Eye, a curious promontory, we arrive at the Eagle's Nest, a rugged, precipitous rock, over one thousand feet high, remarkable for its fine echo, which the boatmen will awaken for the amusement of the traveler. About a mile farther we arrive at the antiquated structure called the Old Weir Bridge, under which the boat is carried by the current with remarkable velocity. We now arrive in still water in a most lovely spot, called the Meeting of the Waters, where the picturesque Dinish Island divides the stream. This spot is said to have been warmly admired by Sir Walter Scott when he visited the lakes. On Dinish Island there is a fine cottage, where arrangements may be made before you leave the hotel for dinner to be served awaiting your arrival. The shores of the Middle Lake are covered with beautiful trees. Passing under the Briceen Bridge,

we enter Lough Leane, or Lesser Lake, which is five miles long by three broad. It contains some thirty islands, the principal of which are Ross, Rabbit, and Innisfallen. These are all very beautiful, but the last named is surpassingly lovely. It is covered with the ruins of an ancient abbey, supposed to have been founded by St. Finian in 600. It was on this island the celebrated "Annals of Innisfallen," now in the Bodleian Library, England, were composed. Every variety of scenery one could wish for may be found in this small island—the magnificent oak, in all its luxuriant growth, beautiful glades, and velvet lawns. The poet Moore fully appreciated the spot:

"Sweet Innisfallen, fare thee well,
 May calm and sunshine long be thine;
 How fair thou art let others tell,
 While but to feel how fair be mine.
 "Sweet Innisfallen, long shall dwell
 In memory's dream that sunny smile
 Which o'er thee on that evening fell
 When first I saw thy fairy isle."

About a mile and a half from Innisfallen, near the base of the mountains called the Toomies, a path leads to O'Sullivan's Cascade, which consists of two distinct falls; the highest is about twenty feet, the second nearly the same. Beneath an overhanging rock over the lowest basin is a small grotto, with a seat in the rock, whence the view of the fall is particularly beautiful. Retracing our steps to the boat, we visit the Bay of Glena, from which point the view of the lake is truly charming. Lady Kenmare has here a lovely little cottage, and close by there is another, where the salmon of Lough Leane, broiled over an arbutus fire, or roasted on skewers, may be tasted in all its perfection. The arbutus wood gives a peculiar flavor and aroma to the fish.

About three miles from the Victoria Hotel are the ruins of Muckross Abbey, which was founded in 1440. They are situated in the grounds of the Hon. Mr. Herbert, who is member of Parliament for this county. The cloisters of the abbey surmount a court-yard, in the midst of which stands an immense yew-tree of great age, and measuring twelve feet in circumference. In the church are the tombs of many of Ireland's greatest chiefs, and several of the kings of Munster are said to have been buried here. In the centre of the choir may

be seen the tomb of M'Carthy More; also that of O'Donoghue More. A fee is expected by the custodian—perhaps a shilling for a party. The mansion of Mr. Herbert, a short distance from the abbey, is a beautiful building, in the Elizabethan style of architecture. The grounds are very tastefully arranged, through which the traveler will proceed in making the tour to the Torc waterfall, which is situated between the Torc and Mangerton Mountains. This is a very fine cascade, formed by different streams of water issuing from the sides of the Mangerton Mountain, which unite a short distance above the fall, and, bounding over a ledge of rocks, fall nearly perpendicularly a distance of sixty feet into a chasm most picturesquely clothed on either side with beautiful firs. On your way from or going to Muckross, drive through the grounds of the Earl of Kenmare (visitors at the different hotels have this privilege) to Ross Island and Castle. This island is situated on the eastern shore of the lake, and can hardly be called an island, as it is separated from the main land by a dike not over twelve feet wide. It is planted with beautiful trees and intersected with lovely walks. The views of the lakes from some points on this island are as lovely as ever eye rested upon. We understand Mr. Barney Williams, the comedian, of New York, offered the Earl of Kenmare fifty thousand dollars for two acres on this island, but was refused. If we were the earl we would not take five times fifty for it. It would really be difficult to find a more heavenly spot. A drive may now be taken to the ruins of Aghadoc, which is one of the finest group of ruins in Ireland; they consist of a cathedral, ruined tower, and castle, the latter inclosed by a fosse and ramparts.

The town of Killarney contains about 7000 inhabitants, and derives its sole importance and celebrity from its immediate proximity to the lakes. It was formerly noted for its uncleanness, but of late years it has much improved in that respect. The new cathedral is a very handsome building, with fine stained-glass windows.

Tourists fond of steep ascents should not neglect the view to be obtained from Carrantual, one of the range called Macgillivuddy's Reeks, and the highest mountain in Ireland, rising to an elevation of 3414 feet. This excursion will require a whole

day, and should not be attempted without a guide (to be obtained at Dunloe, price 3s. 6d.). Although there are several routes to the top, the one generally selected is from the entrance to the Gap of Dunloe; and as the ascent must be made on foot, it would be as well to decide before starting on the return route, and have a car or boat in waiting to reach the hotel. The return may be made either by the Dunloe and Aghadoe road, or by the Black Valley to the head of the Upper Lake.

The ascent of Mangerton may be performed on ponies, and is consequently much less difficult, while the view from the summit is quite as fine as from Carranual.

The whole distance from Killarney to the summit is somewhere between seven and eight miles. After passing Drumrourke Hill in the ascent (which should also be visited for the fine view it commands of the Lower Lake), we reach the Devil's Punch Bowl, a sequestered lake, situated at an elevation of 2206 feet. High cliffs shut in on three sides this piece of water, which is said to contain no fish, and never to freeze. The stream which flows from it forms in the lower part of its course the Torc Cascade, and certainly abounds in excellent trout. About a mile from these falls the summit of the mountain is reached.

Descending the mountain to about a mile below the lake, and turning to the right, we enter Glenacapput, a rocky pass between Mangerton and Stropa. This glen is two miles in length, and contains three small lakes; the scenery is most grand, but it should never be visited without a guide, on account of the mists which often rise and envelop the mountains, rendering a return very dangerous to any one to whom the route is unknown.

Farther to the eastward, at the base of Stropa, lies Lough Guitane, which is seldom visited except by anglers, as it is more celebrated for the excellence and abundance of its trout than for any remarkable effects of scenery.

Tralee is reached by rail from Killarney in 55 minutes, through a dreary and uninteresting country.

This town, connected with the port of Blennerville by a ship canal, is the largest sea-port in the southwestern part of Ire-

land, and contains 9506 inhabitants (1871). Hotel, *Blennerhasset Arms*. There is little here to interest the traveler, unless we except the ancient church of Ratass, built of red sandstone, which would afford some pleasure to the archæologist.

ROUTE No. 7.

Cork to Limerick, via Kilmallock. Time, 4 hours 45 minutes.

This route has already been described as far as Mallow (see Route No. 4).

Seven miles from Mallow Junction the train, after passing Castletown-Roche, containing a ruined castle, the ancient seat of the Roches, reaches *Buttevant*, formerly called Bothon, from the cry "*Boutez en avant*," used by David de Barry when urging on his men in a conflict with the M'Carthy's. Population 1756. Among the interesting objects to be seen in this town we notice the Franciscan abbey, founded by David de Barry, lord chief justice of Ireland, in the 13th century. The nave and choir alone remain; in a chapel opening out from the former lie the remains of the Barrys, Butlers, and Fitzgeralds. Notice also in the town a square tower, all that remains of a castle once belonging to the Lombards.

From *Buttevant Castle*, the seat of Lord Doneraile, an extensive view may be obtained of the River Arobeg, celebrated by Spenser as the Mulla. Kilcolman, the residence of that poet, lies six miles distant from *Buttevant*. Edmund Spenser was born in 1553, at Smithfield, London, and was educated at Pembroke College, Cambridge. After passing through all the vicissitudes generally attending those who earn their livelihood with pen or brush, he obtained a grant of a portion of the property formerly belonging to the Earls of Desmond, with the condition attached that he should make his residence on the property. He consequently removed to

Kilcolman Castle; and here, in 1589, he sat with Raleigh on the banks of the Arobe, and read to him portions of his "Faerie Queene." He occupied the castle until 1598, when he was attacked by the insurgents, to whom he had rendered himself obnoxious; the castle was plundered and burned, and, although the poet escaped unhurt, his infant child perished in the flames. At the Restoration the property was given to Spenser's grandson, by whom it was forfeited through adhesion to the interests of James II.; and, although again restored to the family, it has long since passed into other hands. The station of Charleville is next reached, whence a direct line diverges to Limerick, 19 miles shorter than the route we are now taking *via* Kilmallock. Between Buttevant and Charleville the river Arobe is thrice crossed by the railroad, which, leaving behind the rich and luxuriant plains of the Golden Vale, enters a steep and mountainous region, which extends from here in a southerly direction to the Atlantic.

Charleville, the property of the Earl of Cork, contains 2479 inhabitants. The town was named in honor of Charles II., and was founded by the Earl of Orrery in 1661. A few miles from the town the train passes the hill of Ardpatrick, the summit of which is crowned with the remains of an ancient monastery, supposed to have been founded by St. Patrick, and a round tower, a mere stump in the last stages of decay. Five miles to the right is the small market-town of *Kilfinane*, containing the ruins of an ancient castle, formerly the property of the Roches, and a rath called the "Dane's fort," consisting of a mound 130 feet high and 20 feet in diameter at the top, surrounded by ramparts diminishing outwardly in height. These ramparts are seven in number; the seventh and last on the exterior is but 10 feet high.

Kilmallock, the next station on the line, contains many antiquities to interest the traveler. Population 1152. Although this town is supposed to have existed at a very early date, and derives its name from St. Molach, who founded a church here in the seventh century, it did not receive a charter until the reign of Edward III. It was then surrounded by fortifications, which, after undergoing several sieges, were

finally destroyed in the time of Cromwell. One of the great features of interest within the town are some of the ancient houses dating from the times of James or Elizabeth, and presenting with their ornamented battlements a perfect picture of fallen greatness. These houses, however, are now fast disappearing, and soon nothing will remain save the ruined church and abbey to enable one to recall a picture of olden times. The Abbey of Kilmallock consists of a choir, nave, and transept, dedicated to St. Peter and St. Paul; the choir is still used for divine service. At the west of the north aisle is a round tower of two stories, lighted by narrow and pointed windows, the upper portion of which has been repaired. Near the tower are the remains of a beautiful Dominican friary, elaborately decorated and with sculptured cloisters, supposed to belong to the reign of Edward III. The remains of the choir, nave, and transept of the church may still be seen.

The next station passed on the road is *Knocklong*, in whose vicinity the traveler will find many interesting remains. The village of Hospital, two miles north of Knocklong, derives its name from a preceptory of the Templars founded here during the reign of King John, while not far distant stands Emly, a place which in former times, under the name of Imlagh, occupied a prominent position among the towns of Ireland. An excursion may also be made to Galbally to visit the remains of Moor Abbey, a Franciscan friary founded in 1204 by Donagh Carbragh O'Brien.

Lough Gur, a small lake about four miles in circumference, should also be visited by those interested in Druidical remains; these abound all along the shores, the most interesting being a temple formed of three circles of stones, of which the largest is 150 feet in diameter; some of the stones employed are 13 feet long. The tomb called "Edward and Grace's Bed" is an assemblage of rocks once forming a chamber, and covered with large flags. Here also is a cromlech with four supports, and two very curious circular forts. On an island in the lake, and connected with the mainland by a causeway, are the ruins of a castle, formerly a fortress of the Geraldines.

At Limerick Junction, 10 miles from Knocklong, a branch of the Great Western

and Southern Railway leads to Tipperary on the right and to Limerick on the left.

Twenty-two miles from Limerick Junction is situated the city of *Limerick*, which, in point of commerce, stands fourth in rank among the cities of Ireland. It is finely situated on the Shannon River, 80 miles from the Atlantic, and contained in 1883 a population of 44,519 inhabitants. Principal hotel, and a very good one, is the *Glentworth*. The principal manufactures are lace and gloves. For the former it is much noted, and it is said that Limerick lace is often exported to Belgium, and imported again at four times its cost. (A great deal is done in that way in the United States in regard to whisky.)

The principal object of interest in the city is the Cathedral, which dates from the 12th century, but was enlarged by an O'Brien, king of Limerick, in the early part of the 13th. A very magnificent view may be had from the tower, concerning whose bells a touching story is told. They are said to have been the work of an Italian artist, who executed them for a convent in his native place. During the wars between Francis I. and Charles V. three of his sons were sacrificed, and the music of these bells was the sole soother of his melancholy hours. The convent becoming impoverished, the bells were sold, and removed to foreign lands. Sad and dejected, the old man started off in search of them. After many years of wandering, he at last, one evening, took a boat for Limerick, and, as he landed, the bells rang out for prayer. The sudden joy was too much for him, and before the last sounds had vibrated through the air he had joined his sons in their peaceful resting-place above. The other public buildings of Limerick are quite numerous, embracing various places of public worship, a custom-house, banks, free-schools, etc., etc. The town was settled by the Danes in the 9th century, who remained its possessors until their final overthrow by the Irish under Brian Boroihme in 1014. Immediately after they were expelled the town became the residence of the kings of Thomond up to the Anglo-Norman invasion. The castle, which was built by King John, is of immense strength, and some of the towers of the walls which still exist show traces of numerous sieges.

ROUTE No. 8.

Limerick to Tralee, by steamer down the Lower Shannon, via Beigh, Foynes, Glin, Tarbert, and Kilrush.

There are three modes of reaching Tralee from Limerick—by steamer daily, stopping at the places above mentioned; by rail to Foynes, and thence by steamer; or by mail-car the entire distance to Tralee. After leaving Limerick by the first of these routes, the steamer passes through the Pool and enters the river, passing Coreen Castle to the right, and the ruins of Carrigagunell to the left. About ten miles farther on, where the stream is dotted with numerous small islands, we pass Bunratty Castle, situated a short distance up Bunratty River, now serving as a police barrack, but formerly a fortress of the Earls of Thomond. At a little distance farther to the left the Shannon is entered by the Maize, a good-sized stream, which rises in the southern part of the county of Limerick, and flows past Croom and Adare.

Beigh, 16 miles from Limerick, is the landing-place for travelers wishing to visit Askeaton. Near the quay stand the ruins of the ancient castle, and the whole neighborhood abounds with Danish raths. *Askeaton* (population 1353) is another of the former possessions of the powerful Earls of Desmond, who built here a strong castle, the ruins of which may still be seen on the summit of a limestone rock overlooking the River Deel; the great hall is still in a fair state of preservation. To the north of the town stands the Franciscan abbey built by the Fitzgeralds in the 15th century. The cloisters, inclosed on each side by pointed arches, with columns richly sculptured, are very beautiful and in good preservation. The parish church of Askeaton, dating from the 13th century, was once a commandery of the Knights Templars.

Returning to our route, we pass the

mouth of the River Fergus, which enters the Shannon nearly opposite Beigh, and eight miles farther on we arrive at *Foynes*.

The railway from Limerick to Foynes passes through the town of *Adare*, which contains the ruins of three abbeys, as well as those of an ancient castle. This castle was built to command the River Maige, a tributary of the Shannon, on which the town of *Adare* is situated; it was the property of the Earls of Desmond, and owes its destruction to the rebellion of 1641. The Franciscan abbey, now used as the parish church, was founded by the seventh Earl of Kildare. The Abbey of the Holy Trinity, founded by the first Earl of Kildare, was converted into a Roman Catholic chapel by the late Earl of Dunraven. Within the demesne of the last-mentioned Earl (*Adare Abbey*, on the opposite side of the *Maige*) are the ruins of the Augustine abbey founded early in the 14th century by the first Earl of Kildare. These ruins are roofless but whole, are in a good state of preservation, and the cloisters of Gothic architecture nearly entire.

The passage of the steamer from Foynes to *Kilrush* occupies about three hours, through lovely scenery, and past numerous small and verdant islands lying dotted over the surface of the river, which widens here into the appearance of a small lake. The river again narrows as the steamer approaches *Glin*, the next landing-place, near which stands the castle of the Knights of *Glyn*, owned by that family during the last 700 years. The siege of this castle by Sir George Carew in the reign of Elizabeth, and during the rebellion of the Earl of Desmond, is justly celebrated. Unfortunately for the besieged, the conflict ended in the destruction of the Knight of *Glyn* with all his adherents.

Tarbert, 35 miles from Limerick, is next reached. It is a small town situated at the head of a bay of the same name, containing but 715 inhabitants. The channel is defended by a battery built upon a small island in the bay. In crossing from here to *Kilrush* a most beautiful view of the sea may be obtained. *Scattery Island* is passed on the way—it is crowned with one of the finest round towers in Ireland, 120 feet in height; there are also some ecclesiastical remains, among others an oratory said to have belonged to St. Senan. Moore's well-

known melody has rendered this island famous.

Kilrush, 22 miles from the mouth of the Shannon, is a thriving town with 4424 inhabitants. Hotel, *Vandeleur Arms*. From here an excursion may be made by boat to *Scattery Island*, also to a stalactite cave two miles down the bay to *Loop Head*. A Danish rath is also to be seen in the neighborhood of the town.

Kilkee, 8½ miles from *Kilrush*, is a fashionable watering-place, situated at the head of *Moore's Bay*, and protected by the *Duggera Rocks*. Most beautiful walks may be taken here in both directions, where the traveler may have his fill of wild cliff scenery and raging waves. From the light-house at *Loop Head* a grand panorama stretches out, which will fully repay all those who undertake the ascent. To reach *Tralee* the traveler must return to *Tarbert*, and there take the mail-car, which leaves *Tarbert* at 7.39 A.M., reaching *Tralee* at 11.25 A.M., passing on the route through *Listowel*. This is a small town, situated on the banks of the *Feale*, containing ivy-covered ruins of an old castle which was the last stronghold to surrender to the forces of Elizabeth during the Desmond rebellion.

Tralee, 17 miles from *Listowel*. (See Route No. 6.)

ROUTE No. 9.

Limerick to Waterford via Limerick Junction, Tipperary, and Clonmel, by rail in 4 hours and 10 minutes. Fare, first class, 13s. 6d.

Tipperary is only three miles distant from *Limerick Junction*. The town, which contains 5638 inhabitants (1871), is situated in one of the most fertile districts of Ireland, but its inhabitants are noted for their restless and revolutionary spirit. There are few remains of antiquity to be seen here, although the town dates from the time of King John; all traces of the castle built by that monarch have disappeared,

and of the abbey built during the reign of Henry III. nothing but an arched gateway is left standing.

From Tipperary the railway sweeps along the base of the Slievenamuck Mountains, and crosses near Bansha Station the River Aherlow; the ruins of the church and castle of Knockgraffian, about three miles from Cahir, are next passed.

Cahir is a small but thriving town, containing 2694 inhabitants. It is a place of some antiquity, possessing a castle (situated on a rock overlooking the Suir), which was founded as early as 1142. The building is in a state of good preservation, notwithstanding the sieges it has sustained: notably that by the Earl of Essex when the castle was held by the Butlers, and again in 1641 against the forces under Lord Inchiquin.

From Cahir the railway takes a turn to the south, and, after passing Loughloherly House and Woodruff House, reaches

Clonmel, a prosperous town, situated at the base of the Comeragh Mountains. Population 10,508. Hotel, *Hearne's*. This town chiefly owes its prosperity to a Mr. Bianconi, a picture-dealer from Dublin, who, after making some money in that trade, removed in 1815 to Clonmel, and here first began to run a car as far as Cahir for the benefit of the lower class, who paid much less for this conveyance than in going by regular stage-coach. This attempt having met with great success, the route was extended from Cahir to Tipperary and Limerick; other cars were started in different directions, and in 1857 Mr. Bianconi possessed sixty-seven cars and nine hundred horses, running to all the principal places in the south and west of Ireland. The benefit of this enterprise to the country has been very great, and has given to Mr. Bianconi not only a large private fortune, but the respect and good wishes of all his countrymen, as well as a name which will be inscribed as a benefactor in his country's annals.

Clonmel is a place of considerable antiquity, and is believed to have been built before the Danish invasion. It is situated on both sides of the River Suir, and on Long and Muire Islands, which are connected with the mainland by three bridges. Of the ancient castles and fortifications only ruins are to be seen, caused by Cromwell's

siege in 1650. An old Gothic church is still used as a place of worship, but unfortunately on that account has been a good deal modernized. A very pretty promenade near the town is called Fairy Hill Road. The exportation of grain is the principal business, although cotton and woolen goods are manufactured to some extent. Clonmel was the principal scene of the insurrection of 1848.

Carrick-on-Suir is the last station but one before reaching Waterford. Here the ancient castle built by the Ormonds in 1309 may be seen, and the old church of Donoughmore, situated on the slope of Slievenamon.

Waterford, situated on the estuary of the Suir, here crossed by a wooden bridge 832 feet in length, is the fifth town in Ireland in point of population, containing 23,319 inhabitants. This is a place of great antiquity. It was founded by the Danes toward the close of the 9th century, but of their ancient fortifications nothing now remains but a circular building called, after the person by whom it was founded in 1003, Reginald's Tower. The Danes held possession of this city until 1171, when it was captured by Strongbow and Raymond le Gros, and most of the inhabitants massacred. Eva, the daughter of the King of Leinster, was immediately afterward married by Strongbow.

Hotel, *Imperial*. Waterford is the nearest port of export for Irish produce into England, and is admirably adapted for a shipping-port. The quays stretch for about a mile along the southern bank of the Suir, and form almost the only good street in Waterford. The harbor of Waterford is formed by the confluence of the Suir and Barrow Rivers; its entrance, which is $2\frac{1}{2}$ miles wide, is well lighted by two leading lights at Duncannon, a red light on Dunmore Pier, and by a fixed light, 139 feet above the sea, on Hook Tower. The quays, where vessels of 800 tons can discharge, are among the finest in the United Kingdom. The exports are principally agricultural.

An excursion should be made from Waterford to the ruins of Dunbrody Abbey, situated five miles down the estuary, near the mouth of the Barrow, and reached by the steamers running between Waterford and Ross, daily (Sunday excepted) at 4



P.M. This abbey was founded in 1182 by Henry de Montmorency, a relative of Strongbow. These ruins, among the most perfect in Ireland, consist of a choir, nave, aisles, and transepts, with a tower rising at their intersection. The nave is separated from the aisles by rows of early pointed arches with square piers. The east window, surmounted by three smaller ones, is very fine, as is also the stone filigree work of the west door. Near the abbey stands Dunbrody Castle, dating from the time of Henry II.

Waterford to London (direct route from South of Ireland), in 17 $\frac{3}{4}$ hrs.; boat daily to *New Milford*, in 8 $\frac{1}{2}$ hrs.; thence by Great Western Railway to *London*, in 8 hrs.; fare, £2 6s. (See p. 100.)

ROUTE No. 10.

Cork to Dublin, via Mallow, Kilmallock, Maryborough, and Kildare. Time, 6 h. 4 min. (mail); fare, £1 12s.

For description of this route as far as Limerick Junction, see Route No. 4 from Cork to Mallow, and Route No. 7 from Mallow to Limerick Junction.

Three miles beyond Limerick Junction the train passes the Dundrum demesne, the seat of Lord Hawarden, famous for its deer. This park covers 2400 acres, and is one of the largest private parks in Ireland. Goold's-cross Station is next reached, whence it is a drive of five miles to *Cushel*, formerly the residence of the kings of Munster, and a place of considerable interest in an historical point of view, as well as for its peculiar ruins, situated on a high rock which rises some 300 feet above the modern town. A church was founded here in the time of St. Patrick; it was also made into a stronghold in the days of Brian Boroihme. Donald O'Brien, king of Limerick, paid homage here to Henry II. during his invasion of Ireland, and Edward the Bruce here held a Parliament. The buildings on the rock are a castle and a group of ecclesiastical buildings, consisting of a cathedral, a monastery, a church, and some towers. The cathedral was burned in the 15th century by the Earl of Kildare, who supposed the archbishop was inside. In

excusing himself before the king, he said he would not have committed the act had he known the bishop was not in the cathedral. Contiguous to the cathedral is a cemetery, in which stands a cross called the Cross of Cashel, on one side of which is an effigy of St. Patrick. The Dominican Priory, situated on one of the back streets, should also be visited: it is a fine old view.

Before reaching Thurles, the next station, we pass on the right the ruins of *Holy Cross Abbey*, founded in 1182 by Donagh O'Brien, and deriving its name from the possession of a piece of the true cross, presented to Donagh O'Brien, grandson of Brian Boroihme, by Pope Pascal. This relic remained in the abbey until the Reformation, being set in gold and adorned with gems, and then passed into the possession of the Ormond family, to whom the abbey and its valuable estates were granted for the annual sum of £15. The building consists of a choir, nave, transepts, and tower; the last is supported on pointed arches, with a groined roof of beautiful workmanship. The choir contains two interesting shrines; one of these, situated on the south side of the high altar, is emblazoned with the arms of England and France, and of the Fitzgeralds and Butlers, and is supposed to be the tomb of the daughter of the Earl of Kildare, wife of the fourth Earl of Ormond. The other shrine, supported by rows of fluted spiral columns, is believed to have been the receptacle of the fragment of the cross already mentioned. The transepts are both divided into two chapels, adorned with tombs and monuments. The baptismal font stands in the north transept.

At *Thurles*, 87 miles from Dublin, the ruins of an ancient monastery founded in 1300 may be seen.

This town is the seat of numerous colleges and schools maintained by Roman Catholics; it also possesses a handsome cathedral. The keep of the old castle, erected in the 12th century, still guards the bridge crossing the Suir.

Templemore owes its origin to the Knights Templars, a part of one of whose preceptories now forms an entrance into the Priory, the seat of Sir J. Carden. The ruins of *Loughmore Castle*, formerly the seat of the Purcells, may also be seen at Templemore.

After stopping at *Ballbrophy*, the train

passes the Rock of Dunamase, on whose summit stand the ruins of Strongbow's castle, devoted to destruction by Cromwell. We next reach *Maryborough*, so named after Queen Mary, and Portarlington, near which Emo Park, the seat of the Earl of Portarlington, is situated. After leaving Portarlington the line crosses the Barrow by means of an iron viaduct 500 feet long, and reaches Monastereven, the next station, which derives its name from an abbey founded here in the 7th century by St. Even. This abbey exercised for a long time the privileges of a sanctuary, and first belonged to the hereditary chiefs of the MacEgans. After passing through various hands, it is now the property of the Marquis of Drogheda, and is called Moore Abbey. Six miles farther on we reach

Kildare, thirty miles from Dublin. Population 1333. Here a branch line runs off to Waterford through Kilkenny. Kildare abounds in ecclesiastical antiquities. Of the ruined cathedral, the chapel of St. Bridget alone remains. This chapel was called the Fire House, as here was preserved the inextinguishable fire mentioned by Cambrensis, which was "maintained by nuns day and night during a thousand years." Close to the church stands a round tower 110 feet high, whose original conical top has been replaced by a Gothic battlement. Between Kildare and Newbridge we pass the Curragh, an extensive plain containing 4858 acres, where horse-races take place twice a year. This was once an extensive forest; it is now the seat of one of the chief military encampments in Ireland. After leaving Newbridge we pass on the right the ruins of Old Collin Abbey, founded in 1202, while on the opposite side the Hill of Allen may be seen rising 300 feet above a bog bearing the same name. We next reach Straffan, passing the village and hill of Oughterard; the latter, 438 feet high, is crowned by the ruins of a round tower and other ecclesiastical remains. Celbridge Abbey lies near the station of Hazelhatch; this was formerly the residence of Vanessa, one of Swift's loves. Clondalkin, four and a half miles from Dublin, containing one of the most perfect round towers to be seen in Ireland, is next passed.

Before reaching Dublin we pass the military hospital of Kilmainham, established

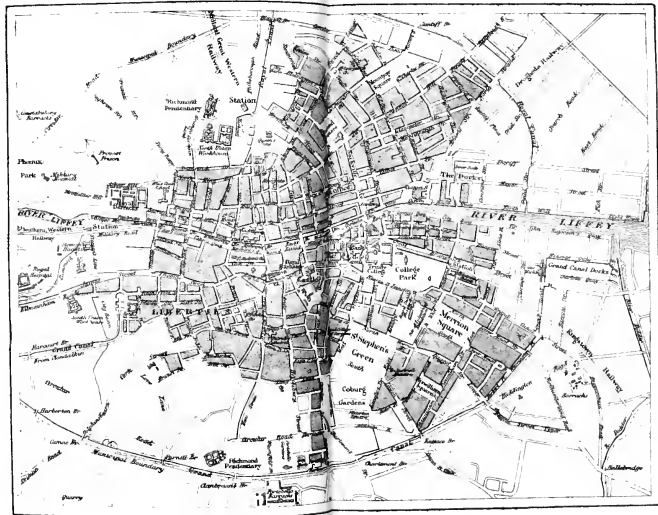
here in 1675. It occupies the site of a Priory of the Knights Hospitallers, founded by Earl Strongbow in 1174. From here we soon reach the Dublin Terminus of the Great Southern and Western Railway, situated in the western part of the city near King's Bridge, and close to the entrance of Phoenix Park.

Dublin is very beautifully situated on the banks of the Liffey, and contains a population of 338,579. There are two very fine hotels in Dublin, viz., the *Shelbourne* and *Gresham*. The *Shelbourne* is a new house, splendidly situated on St. Stephen's Green, finely furnished and admirably managed by Mrs. Jury (widow of the late Mr. Jury, well known to American travellers); it is a favorite hotel in Ireland. The *Gresham* is also a first-class house, and admirably managed by Mr. Walter Holder.

Dublin is the metropolis of the island, and is distinguished by the magnificence of its public buildings, and by its numerous splendid residences: it is justly regarded, in external appearance, as one of the finest cities in Europe. The city was conquered by the English under Richard Strongbow in 1169. Henry II. held his first court here in 1172, and in 1210 King John held a court, when the first bridge was thrown across the Liffey. It was besieged by Edward Bruce in 1316, when he was repulsed with great loss: likewise by Henry VIII. with the same effect. Dublin is the seat of a Protestant University, styled Trinity College, which dates its foundation from the time of Queen Elizabeth. There are, besides, academies and other institutions for the culture of science, literature, and the fine arts. The amount of the commerce of Dublin is considerable. Both foreign and coasting trade are extensively carried on. As the mouth of the Liffey is so obstructed by sand-banks that large vessels can not reach the city, an admirable harbor has been constructed at Kingston, six miles from the city, with which it is connected by railway.

The principal objects of attraction in Dublin are, first, the *Castle*, the official residence of the lord-lieutenant since the reign of Elizabeth, at which time it was devoted to this use: its beautiful chapel, built of Irish limestone and oak, is particularly worthy of notice. Its elegantly stained

DUBLIN



glass windows contain the arms of all the different lord-lieutenants most admirably executed. The music one hears here every Sunday forenoon is excellent. The different state apartments may be visited at all times, unless during the season, when occupied by the viceroy, who gives here levees attended by all the élite of Dublin. Try to visit the court-yard of the Castle in the forenoon during the time the band plays.

On our way to the Castle, a visit should be made to the Bank of Ireland in College Green, formerly the Irish House of Parliament, and decidedly the finest building in Dublin, if not in Ireland. It was completed in 1787, at a cost of \$500,000. The House of Lords remains the same as when finished, with the exception that a statue of George III. now stands where formerly the throne stood. There are two fine tapestries, representing the Battle of the Boyne Water and the Siege of Derry. The House of Commons is used to-day as the Teller's Office. Orders are freely given by the secretary of the bank for admission to see the operation of printing the bank-notes. The General Post-office, on Sackville Street, is also another fine building which should be examined.

Immediately opposite the Bank is *Trinity College*, founded by Queen Elizabeth, from which have emanated some of the greatest wits of modern times. It covers an area of nearly thirty acres, and contains a library of nearly 20,000 volumes, and many valuable manuscripts. The museum is rich in interesting relics, among which is the harp of Brian Boroihne, and the charter-horn of King O'Kavanagh. Near the library is the Fellows' Garden, in which is situated the Magnetic Observatory, the first ever established of the kind. The students of Trinity College number about 1400.

Christ's Church Cathedral, or the Cathedral of the Holy Trinity, was erected in the 11th century. It is built in the form of a cross. In the interior is a monument said to be that of Strongbow. This church was formerly the repository of many valuable relics, destroyed by the citizens in the 16th century, among others the staff of St. Patrick; it also contained the sacred shrine of St. Culie, stolen from the Welsh by the people of Dublin, and held in high

reverence by its citizens. Pilgrims came from far and near to worship before it, and while in Dublin enjoyed the right of sanctuary. It was in this church that the Liturgy was first read in Ireland in the English language; in 1553 mass was again performed, and continued for six years, by order of Queen Mary, when the Reformed service took its place. Travelers remaining in Dublin during Sunday will do well to visit the Cathedral, where they will hear some delightful music from a full choir.

St. Patrick's Cathedral.—This structure, dear to all Irishmen, was erected about the close of the 12th century. The original building, however, antedates this by many hundred years; in fact, it is affirmed that St. Patrick erected a place of worship here, which was the site of the well where he originally baptized his converts. There are numerous monuments in the interior of this cathedral: that of Boyle, earl of Cork, is particularly deserving of notice. The earl and his lady are represented surrounded by sixteen of their children: contiguous to this monument are two marble slabs, which cover the resting-places of Dean Swift and Mrs. Johnston, the "Stella" of his poetry. The Lady Chapel was formerly used as the chapter-house for the Knights of St. Patrick. The principal other churches are St. George's, St. Michan's, St. Audeon's, St. Andrew's, and St. Werburg's.

The *Four Courts*, so called on account of the object for which it was erected, viz., the Courts of Queen's Bench, Common Pleas, Chancery, and Exchequer, is a magnificent and extensive structure, which cost over one million of dollars. The river front is 450 feet long, and has a fine portico of six Corinthian columns supporting a pediment surmounted by a statue of Moses, with figures of Justice and Mercy on either hand. The building is crowned by a magnificent dome, under which is the grand hall, 64 feet in diameter, lighted by a figure of Truth holding a torch in her hand. From this hall, which in term time is the great resort of lawyers, doors lead into the four different courts. Over the entrances are four pictures worthy of notice: first, James I. abolishing the Brehon laws, Henry II. granting a charter to the inhabitants, John signing the Magna Charta, and William the Conqueror establishing courts of justice. In addition to the Four Courts,

there are two wings which contain other smaller courts and offices.

The *Custom-house* is, externally considered, the finest building in Dublin. It was erected at an expense of two and a half millions of dollars, and occupied ten years in building. Over the portico, which is composed of Doric columns, are colossal statues of Navigation, Wealth, Commerce, and Industry. On the tympanum is a sculpture representing the Union of England and Ireland. On the north side of the building is a portico nearly similar, with figures of Europe, Asia, Africa, and America. The whole building is surmounted by a dome, on which is a colossal statue of Hope. Seen from every side, the Custom-house is a very beautiful building. The *Exchange*, in Dame Street, is also deserving of a visit.

Nelson's Monument, which stands in the centre of Sackville Street, is a beautiful testimonial erected by the Irish admirers of that hero. The pedestal is of granite, thirty feet high, bearing the names of Nelson's different victories. The Doric column is seventy feet in height, and is surmounted by a fine statue of the hero, erected by Thomas Kirk, thirteen feet in height, which stands on another pedestal. Nelson is represented leaning against the capstan of a ship. A magnificent view of the city and surrounding country may be had from the summit. A fee of sixpence is demanded for permission to ascend.

The *Irish National Gallery* contains some fine paintings and sculpture. It is situated on the north side of Leinster Lawn, and was opened in 1864. On the opposite side of the square is the *Museum of Natural History*.

The *Royal Irish Academy* should also be visited. A member's introduction is necessary. The museum contains a fine collection of antiquities.

It won't do to say to a citizen of Dublin that you have visited the city and not *Phoenix Park*, which the natives think superior to any thing in the world! We only say to American travelers, don't expect to find a Central Park of New York, a Bois de Boulogne of Paris, or a Cascine of Florence. The portion open to the public is 1300 acres in extent, and contains many magnificent trees and fine carriage-drives, but no diversity of scenery, beautiful lakes, walks, flow-

ers, and fountains, such as you see in Central Park, which we think, in years, when the trees obtain sufficient growth, will be far superior to any thing in the world. The principal object of interest in the Phoenix Park is the *Wellington Testimonial*. It is a massive obelisk, placed on a granite pedestal, on which are written the various victories gained by England's greatest warrior. It is about 200 feet in height, and cost \$100,000. The vice-regal lodge of the lord-lieutenant is situated in the Park, and near it are the *Zoological Gardens*. They are quite extensive, and, though not well filled, the collection is varied.

A visit should be made to the *Botanic Gardens* at Glasnevin, about two miles from Dublin, near which is the *Cemetery*, containing numerous fine monuments, among others those of Daniel O'Connell and Curran. They are both of massive granite, the former one hundred and sixty feet high, surmounted by a cross eight feet in height.

Poplin is fast assuming an important place among the products of Ireland, the Irish Poplin having now a world-wide reputation. Few tourists leave Dublin without supplying themselves with some of these beautiful fabrics, which many consider impossible to be surpassed by the products of France or Italy.

In Lower Sackville Street, No. 15, is the merchant tailoring establishment of Samuel McComas & Son, where travelers may procure clothing in the first style of fashion and at most reasonable prices. Their assortment of fashionable woollens is large and select, consisting of English, Scotch, French, and Irish manufactures.

A fine statue of the Liberator, Daniel O'Connell, in Lower Sackville Street, close to the bridge, was unveiled in 1882.

There are numerous excursions in the vicinity of Dublin, which, if the traveler have time, he had better make; and, should he not be crossing the channel from Kingstown (six miles from Dublin), he had better make an excursion to that town, which is the harbor of Dublin, and from which steamers are arriving and departing several times each day to England, Scotland, and Wales. (See Route No. 29.)

Kingstown, now somewhat of a fashionable watering-place, was in 1821 a miserable fishing village called Dunleary. On the occasion of George IV. visiting Ireland and landing at this port, its name was changed to Kingstown, and its prosperity commenced from that date. The harbor is entirely artificial, and is one of the finest in the kingdom; its cost was two and a half millions of dollars. The railway runs along the pier, where passengers may change immediately to the sailing packet, under shelter during stormy weather. The principal hotels are the *Royal* and *Anglesea Arms*. A most interesting excursion of three days may be made by continuing on to Bray, a watering-place of very modern construction, Enniskerry, the Dargle, the Seven Churches, Vale of Avoca, and Wicklow. For particulars of this excursion, see Route No. 13.

An excursion should also be made to the Hill of Howth, an elevated promontory at the northern entrance to Dublin harbor. It rises nearly 600 feet above the level of the sea. Its castle, abbey, and college are well worth a visit. The castle is the family seat of the Lawrences, who have held it for the last seven hundred years. The family name was formerly Tristrane, but Sir Amirec Tristrane de Valence, having won a battle on St. Lawrence's day, then took the name of that saint. The sword of that famous warrior still hangs in the chapel.

There is rather a romantic story in connection with this family, which, if true, shows the regard posterity has in some instances for a pledge given by their ancestors. During the reign of Elizabeth, one Grace O'Malley, an Amazon chieftainess, returning from a visit to the queen, landed at Howth, and demanded hospitality of the castle's owner, which he for some reason refused, it is said, because he was at dinner. The Amazon determined to have revenge for the insult, and to lie in wait for an opportunity, which happened in finding the child, the heir to the throne, within her reach. Having seized him, he was kept in close confinement until she obtained a vow from the father that on no account thereafter should the castle gates be closed during the hour of dinner; this promise was most religiously kept until a recent period. There is a painting in the castle which il-

lustrates the event. A full-length portrait of the celebrated Dean Swift may also be seen here.

The light-house and St. Fintan's Church should also be noticed.

Dublin to Belfast; time, 3 h. 5 m. (limited mail); fare, £1 13s. 4d. (Route 28);—*to Cork*; time, 5 hrs. (mail); fare, £1 12s. (Route 10);—*to Waterford*; time, 4 hrs.; fare, £1 2s. 4d. (Route 11);—*to Killarney*; time, 6 h. 4 m.;—*to Wexford*; time, 4½ hrs. (Route 13).

ROUTE No. 11.

Waterford to Dublin, via Kilkenny and Maryborough. Time, 5½ hrs.; fare, £1 1s. 11d.

Leaving Waterford (see Route No. 9), we pass through Kilmacow and Mullinavat before reaching the station of Ballyhale, near which are situated the beautiful ruins of Jerpoint Abbey, founded by Donagh M'Gilla-Patrick, Prince of Ossory.

They combine the Anglo-Norman and Gothic styles of architecture. The tomb of the founder, ornamented with two recumbent figures, lies opposite the high altar. This abbey was at one time one of the finest and richest monastic institutions in Ireland. The lands extended over 1500 acres, while the buildings themselves covered an area of three acres. At the dissolution this was granted to the Earl of Ormond.

The town of *Kilkenny* contains a population of 12,710 inhabitants, showing a gradual decrease. In 1841 it contained 20,625, and in '51, 14,174. The "roving blades" of Kilkenny evidently know where they are best cared for, and the emigration to the United States is large and regular. The principal attraction is Ormond Castle, the princely mansion of the Butlers, whose ancestors purchased it from the Pembroke family in 1319: it was stormed by Cromwell in 1650, and a breach effected, but the besiegers were every time repulsed; the townspeople, however, proving traitors, and admitting the besiegers into the city, Sir Walter Butler, who was in command, deeming a longer resistance useless, and to save the unnecessary effusion of blood, surrendered. The greater portion of the castle is modern, and at present not only conveys the idea of strength, but of comfort. It is the residence of the Marquis of Ormond, and contains a fine picture-gallery. The *Cathedral of St. Canice* is one of the most interesting buildings in Ireland. Among the numerous monuments it contains is one to the Countess of Ormond, wife of the eighth earl. She was an Amazon, and lived in the style of Rob Roy, levying black-mail on her less powerful neighbors. Adjoining the cathedral is a round tower, 108 feet in height, and 47 feet in circumference at the base; the door is about nine feet from the ground, and the windows are wider than in most round towers. Kilkenny abounds in ruins of much interest, and several days may be very pleasantly spent here.

St. John's, or the parish church, formerly an abbey dating from the 13th century, is called the Lantern of Ireland, owing to its numerous beautiful windows. Another object of interest is Black Abbey, also of the 13th century. Kilkenny has been the scene of several trials for witchcraft, nota-

bly that of Lady Alice Kettell in 1325. Congreve, Swift, and Farquhar were educated at Kilkenny in the college founded by Pierce Butler, Earl of Ormond, and afterward made a royal college by King James.

An excursion may be made from Kilkenny to Callan and Kells, to visit two interesting ruins. Callan, 10 miles distant, was formerly a walled town of some importance. The Friary, founded by Sir James Butler in the 15th century, is a long aisled building, the choir of which is used as the parish church.

The town of *Kells*, built by one of Strongbow's retainers, contains the ruins of a very interesting priory, founded by Sir Geoffrey de Monte Morisco in the 12th century. The building consisted of two courts, separated by a high wall, with a strong tower at each, and by a small branch of the King's River. The southern court, 400 feet square, contained no buildings, while in the second were situated the church, cloister, and abodes of the monks. The whole building has more of a military than an ecclesiastical appearance. About three miles south of the priory stands the round tower of Killee, 96 feet in height, the conical top of which has disappeared: in the vicinity is a stone cross erected to commemorate an attempt made by Neill Callan, a king of Ireland, to save a retainer from drowning, by which he lost his own life. It was this occurrence which gave the name of King's River to the stream which flows past this spot.

Returning to Kilkenny, and resuming our route, we pass through the stations of Ballyragget, Attanagh, and Abbeylix before reaching Maryborough. From here the route to Dublin through Kildare has already been described. (See Route No. 10.)

ROUTE No. 12.

Wexford to Dublin, via Carlow and Kildare.

This is not the shortest or most direct route from Wexford, but may be taken by those desirous of visiting Carlow. By rail from Wexford to Bagenalstown, and thence to Carlow, Kildare, and Dublin. Time, 5 hours 20 minutes; fare, first class, from Bagenalstown to Dublin, 12s. 9d.

Wexford is situated on the side of a hill overlooking the estuary of the Slaney and Wexford Haven, and contains a population of 12,077. Hotel, *White's*. The harbor, although eight miles in length and three in breadth, can only be entered by ships of 200 tons' burden, owing to the existence of a bar at the mouth. Steamers leave here weekly for Bristol, also for Liverpool, which is 174 miles distant. Wexford was one of the first and most important maritime settlements of the Danes, and was also chosen by the Norman invaders as a landing-place on account of its proximity to England. It is a quaint and quiet little town, with streets so inconveniently narrow that it is nearly impossible for vehicles to pass each other in the different thoroughfares. The marriage of Basilica, sister of Strongbow, was celebrated here. Of the ancient walls which surrounded the town, only a few of the towers remain, which indicate the height and thickness of the walls. The ruins of Selsker Abbey, founded in the 12th century by the Lord of Fermoy, are situated at the west end of the town. Adjoining the tower is the modern church of St. Selsker, occupying the site of the ratification of the first treaty signed between Ireland and England in 1169. It is related here that the freedom of Wexford, and the exemption of its merchants from port dues, was obtained from Cromwell in exchange for the bells of this church, which were shipped by him to Liverpool.

One of the most conspicuous objects in the town is St. Peter's College, situated on Summer Hill, attached to which is a beautiful Roman Catholic Church.

An excursion may be made from Wexford to the barony of Forth, a district situated a little to the south of the town, and extending to the sea-coast. It is inhabited by a race of people distinct in their habits, dialect, and appearance from the Irish pop-

ulation, and is believed to have been peopled by Strongbow with colonists from Wales. Towers and fortified houses abound, there being about 60 to be seen within an area of 40,000 acres.

Another trip might be made from Wexford to *Fethard*, a small fishing-village, about 25 miles distant, situated on the west shore of Bannow Bay, whence a visit may be made to Tintern Abbey. This abbey was founded by the Earl of Pembroke, son-in-law of Strongbow, in the year 1200, and was peopled and named after a similar establishment in Monmouthshire. It was erected in payment of a vow made by the earl when in danger of shipwreck, by which he swore to found an abbey on the spot where he should be landed in safety. The demesne of Tintern was granted by Queen Elizabeth to the Colclough family, who still retain the estate, and whose mansion was formed from the chancel, so that little of the abbey now remains but the tower.

Leaving Wexford on our route to Carlow, we pass through Mackmine, Sparrowsland, Chapel Palace East, Ballywilliam, Glynn (containing the ruins of an ancient church, once dependent on the abbey of Kells), Borris, and Goresbridge Stations, before reaching Bagenalstown, where we join the line running from Kilkenny to Kildare and Dublin.

Bagenalstown is a modern place, containing little to interest the traveler. Two miles west stand the ruins of Ballymoon Castle, an early Anglo-Norman fortress, with walls eight feet in thickness, forming a large quadrangle, at the north and south of which stand two square towers.

Carlow, formerly styled Catherlough, or City of the Lake, is 11 miles distant from Bagenalstown. Population 7841. It is a handsome, well-built town, situated on the River Barrow, which is navigable by barges from here to Waterford. It was a place of importance as early as the 12th century, when a castle was erected here by the Lord-deputy Lacy to protect the settlers from the attacks of the Irish; the ruins of this building may still be seen on an eminence near the town. The Duke of Clarence established the exchequer of the kingdom at Carlow in 1361, and caused the town to be fortified. During the succeeding centuries the castle was many times besieged and bombarded. It was seized in 1394 by Lord

Fitzgerald, brother of the Earl of Kildare, but retaken in ten days by Sir Edward Poynings; again, in 1534, Lord Thomas Fitzgerald obtained possession, after renouncing his allegiance to Henry VIII.; and in 1642 the building was bombarded by a division of Ireton's army. Nothing now remains but two towers with their connecting wall, owing to an attempt made by a physician in 1814 to decrease the thickness of the walls of the castle, the site of which he had chosen for a lunatic asylum; the gunpowder employed worked so very effectively that almost no walls were left to tell their tale of ancient times.

The Roman Catholic Cathedral of Carlow is a fine building, with a tower 150 feet in height, and containing a very good monument erected to the memory of Bishop Doyle. A college for Roman Catholic students adjoins the church.

Coarse woolen cloth is largely manufactured at Carlow.

The first station after leaving Carlow is Mageny, three miles from which *Castledermot*, once the residence of the royal Dermots, is situated; of the ancient splendor, nothing now remains but an old tower. The town was sacked by Bruce in 1316. The ruins of a Franciscan abbey, founded by the Earl of Kildare in the 13th century, are also to be seen here. *Athy* (population 4510) is passed about 15 miles before reaching Kildare. For the remainder of this route from Kildare to Dublin, see Route No. 10.

ROUTE No. 13.

Wexford to Dublin, via Arklow and Wicklow. Time, 3 h. 55 m.

After leaving Wexford (see Route No. 12), the first place of interest on the line of railway is *Enniscorthy*, a pretty town, situated on the side of a steep hill on the right bank of the Slaney, with an old castle, owing its origin to Raymond le Gros. During the rebellion of 1798, Enniscorthy was

the scene of a most bloody massacre committed by the insurgents, whose main force was encamped here, on the inhabitants of the town. About 400 persons were taken prisoners, and after being confined in an old windmill on the summit of Vinegar Hill, were finally put to death with pikes. Of the old Franciscan abbey, a single tower is alone standing.

Eight miles north of Enniscorthy we reach *Ferns*, once the capital of the kingdom of Leinster, and a place of very great antiquity, which suffered much from the incursions of the Danes. A monastery was founded here in the year 598 by St. Eden, the site of which is now occupied by a modern cathedral, erected in 1816. Almost adjoining this church are the ruins of an Augustinian abbey founded by Dermot Mac-Morrogh in the 12th century; a tower of two stories, covered with moss and ivy, is all that now remains standing. The Episcopal Palace, built by Thomas Ram in 1630, adjoins the cathedral. The founder, being of very advanced age, caused the following inscription to be placed above the porch:

"This house Ram built for his succeeding brothers:
Thus sheep bear wool, not for themselves,
but others."

The castle, situated on the summit of the hill overlooking the town, was dismantled in the war of 1641 by the Parliamentary forces; one of the round towers, containing a chapel with groined roof, is still in a good state of preservation.

Passing through Camolin and Gorey, we reach *Arklow* (population 5178). Hotel, *Kinsela's*. This town, situated on the sea-coast 42 miles from Wexford, is prevented from assuming an important position as a sea-port by the occurrence of a sand-bar similar to the one obstructing the navigation of the Liffey. The inhabitants are chiefly supported by the herring and oyster fisheries, or by the produce of the copper and lead mines in the valley of the Avoca, which is brought here to be shipped by a tramroad. This town once boasted a castle and a monastery; of the former, built by the Ormond family, a portion of a tower is alone standing.

The road between Arklow and Wicklow contains little of interest.

Wicklow (population 3448). This town was one of the earliest maritime stations

of the Danes. The castle, begun in the 12th century and finished in the 14th, stood on a promontory near the town, on which the remains of a tower may still be seen. The town itself is particularly uninteresting. *Newrath Bridge* is situated on the road from Wicklow to Bray, in the centre of what is called the Garden of Wicklow. Should the traveler have time, it would be as well to give up the railway here and continue his journey to Bray by car, passing through places which he would otherwise visit by carriage from the latter place. Hunter's Hotel, situated on the bank of the Vartrey, two miles from the station of Newrath Bridge, is a convenient point from which to make the neighboring excursions. In the immediate vicinity is Rosanna, an estate belonging to the nephew of Mrs. Tighe, authoress of "Psyche."

The first excursion should be made by car to the *Devil's Glen*, a wild and narrow pass a mile and a half in length, through which the Vartrey takes its course, foaming and roaring over the rocks, and forming at the end of the glen a beautiful cascade. Cars are not allowed to enter the glen, but are taken around to any point of egress indicated by the traveler. From the View Rock, reached by a flight of steps, a fine prospect may be obtained. From here the traveler continues on his route, passes Ashford, and reaches *Rathdrum*, formerly the seat of an extensive flannel manufacture; the town is situated on a hill crowned by a handsome Gothic church, from which a fine view is obtained of the valley of the Avoca, next crossed by the tourist in order to reach Castle Howard. Near the castle is the celebrated Meeting of the Waters described by Moore, the spot on which the poet is said to have sat being marked by a slab and a group of evergreens. The traveler may return to Rathdrum through Glenmalure, another beautiful pass, with a fine waterfall. A mile and a half from Drumgoff Inn, which is situated at one end of the glen, are the ruins of *Glendalough*, or the Seven Churches, reached by a road across the mountain ridge between Glenmalure and the adjacent valley. These ruins are situated on the borders of two lakes, in the midst of a lonely valley, and are all that now remain of what was once a good-sized city as well as a famous seat of learning. A monastery was first

founded here in the 7th century by St. Kevin, around which other buildings soon rose; and that the city was early a place of importance is proved by the frequent attacks made upon it by the Danes in the 9th century. After being almost entirely reduced to ashes in 1020, it was rebuilt only to encounter another form of destruction in a flood, 1177, while in 1398 it was burned to the ground by the English invading army, and never rebuilt. Chief among the ruins is the round tower, built of granite and slate, and almost perfect in its preservation. The top having been torn off in a storm at the beginning of the present century, its height does not now exceed 110 feet. St. Kevin's Oratory, or Kitchen, as it is commonly called, is the most perfect of the ruins; it is a small building 22 feet long by 15 wide, containing a broken cross brought here from Derrybaron, a neighboring estate, where fragments of ruins lie scattered in every direction. The abbey is situated on this estate; here the western wall is alone standing, covered with moss and ivy, and with a tree growing out of the masonry above the entrance. St. Kevin is believed to have been buried in the crypt of this church in 618. The Cathedral and Lady's Chapel stand side by side near the end of the Lower Lake, while Trinity Church, together with a stump of a round tower, is situated near the village of Laragh; all these churches are of very small dimensions. St. Kevin's Bed is a cavity in the face of the precipice that rises above the Upper Lake, and is reached by a narrow ledge along the cliff, to the foot of which travelers desiring to make the ascent are conveyed in a boat. Here, according to tradition, St. Kevin took refuge from the importunities of a blue-eyed Kathleen, who, in her devotion to the saint, begged to be his slave, lie at his feet, and do penance with him for his sins and her own. She even followed him to this lonely cave, but was hurled for her pains by the indignant saint into the lake below. Moore commemorates this legend in the following lines:

"By that lake whose gloomy shore
 Sky-lark never warbles o'er,
 Where the cliff hangs high and steep
 Young Saint Kevin stole to sleep,
 'Here, at least,' he calmly said,
 'Woman ne'er shall find my bed.'

Ah! the good saint little knew
What that wily sex can do.

"'Twas from Kathleen's eyes he flew—
Eyes of most unholy blue!
She had loved him well and long,
Wi-hed him hers, nor thought it wrong.
Wheresoe'er the saint would fly,
Still he heard her light foot nigh:
East or west, where'er he turned,
Still her eyes before him burned.

"On the bold cliff's bosom cast,
Tranquil now he sleeps at last;
Dreams of heaven, nor thinks that e'er
Woman's smile can haunt him there.
But nor earth nor heaven is free
From her power, if fond she be:
Even now, while calm he sleeps,
Kathleen o'er him leans and weeps.

"Fearless, she had tracked his feet
To this rocky, wild retreat;
And when morning met his view,
Her wild glances met it too.
Ah! your saints have cruel hearts!
Sternly from his bed he starts,
And with rude, repulsive shock,
Hurls her from the beetling rock.

"Glendalough, thy gloomy wave
Soon was gentle Kathleen's grave!
Soon the saint (yet, ah! too late)
Felt her love, and mourned her fate.
When he said, 'Heaven rest her soul,'
Round the lake light music stole;
And her ghost was seen to glide,
Smiling, o'er the fatal tide."

The walls of the cave are covered with the names or initials of those who have undertaken the ascent, among others that of Sir Walter Scott, who came here in 1825.

Near the village of Annamoe, which adjoins Glendalough Park, are the ruins of the ancient residence of the O'Tooles, kings of Wicklow.

Returning to the line of railway which we left at Newrath Bridge, we continue our route to Kilcool Station, near which are situated the beautiful demesnes of Mount Kennedy, Glendarragh, and Altadon, as well as the Glen of Dunran. This glen, about two miles in length, stretches along the base of Carrigamuck, and runs almost parallel with the high-road. From Kilcool to Delgany the line runs along ledges of rocks or through tunnels and deep cuttings, until, at a little distance from the station, the Hydropathic Establishment, situated on an eminence overlooking the town, attracts the attention. Although the Glen of the Downs lies quite near Delgany, it had better be visited on an excursion from Bray.

Bray is a watering-place of very modern construction, which chiefly owes its importance to the numerous tourists who come here to visit the beautiful scenery of the Dargle, Devil's Glen, Glen of the Downs, etc. Being also only 40 minutes from Dublin, it is a favorite dinner resort for both citizens and strangers during the summer season. Hotel, *Breslin's*, situated on the beach. A few days may be spent here pleasantly while making the different excursions. The first of these should be made to the Dargle, Powerscourt, and the Bray Lakes, returning by way of Hollybrook and Bray Head.

The *Dargle* is reached after a drive of a little over two miles; this beautiful glen derives its name from the stream which foams between its hills, and which forms at one place a fine fall, only to be seen at the bottom of the glen, owing to the dense foliage which grows on either side. A glorious view may be obtained from the Lover's Leap, a high rock covered with moss, which projects across the glen. A short drive from here brings the tourist to *Powerscourt*, granted to the Wingfield family by James I. A permit from Lord Powerscourt's agent, living at Enniskerry, is necessary in order to visit the grounds. Here the chief attraction is a cascade 100 feet in height, which in dry weather is little more than a silver thread falling along the face of the rock, but after rains increases to a very fine fall. Returning to the carriage, the drive is continued along the Enniskerry road to the Bray Lakes, which lie in the midst of the Kippure Mountains, and which are renowned for their wild and beautiful scenery. On the road back to Bray the traveler passes *Hollybrook*, the estate and mansion of Sir G. F. J. Hodson, who has kindly opened them to the public. His house was once the residence of "Robin Adair," whose drinking-cup and harp are to be seen in the old oak hall. *Bray Head*, half an hour's drive from here, is a remarkable promontory, 807 feet in height, and very easy of ascent. Here a most extensive view may be obtained, of which we advise the traveler to profit before returning to Bray.

The Glen of the Downs, five miles from Bray, should next be visited. *Kilraddery* the seat of the Earl of Meath, is passed on the way. This was formerly a

retreat of the monks of St. Victor, but was granted by Henry VIII. to the Brabazon family in 1545, to whom it has ever since belonged. The interior of the mansion is very fine; the staircase is of oak, with beautifully painted windows. The windows of the grand hall, reached from an outer hall filled with armor, contain a genealogical history of the Brabazons, painted by Hailes. The apartments are filled with pictures and sculptures; among these are a picture by Rembrandt of his wife, from the gallery of Cardinal Fesch, and a statue of Ganymede by Thorwaldsen. Among the family portraits, there are several by Lely and Kneller. In the grounds is a sylvan theatre, mentioned by Sir Walter Scott in a note to "St. Ronan's Well," and supposed to be of great antiquity. A carriage-road leads through the grounds to the summit of the Little Sugar Loaf, whence a fine and extensive view may be obtained.

After leaving this estate, the road continues through a lovely country in sight of Down Mountain, 1233 feet above the level of the sea, and enters the Glen of the Downs. Here precipices rise on either side to the height of 500 or 600 feet, while beneath flows a small rivulet hidden by rocks and bushes. The glen is about a mile in length, and belongs on one side to the Powerscourt estate, and on the other is the property of Mr. Latouche.

Leaving Bray for Dublin by rail (distance twelve miles), we pass a ruin called Puck's Castle, situated on Shankhill Mountain, where James II. took rest after the battle of the Boyne. Carrickmines, the next station, also boasts a ruined castle situated at the head of Glen Druid. The train then passes Stillorglin and Dundrum, and, after crossing the River Dodder, soon enters the Harcourt Road Station, Dublin, after a short journey of thirty minutes.

ROUTE No. 14.

Cork to Wexford. By rail from Cork to Youghal; from Youghal to Waterford by mail-car; and by coach from Waterford to Wexford. Cork to Youghal, by rail, 1 hr. 9 min.; Youghal to Waterford, by car, 6 hrs. 50 min.; Waterford to Wexford, by coach, 6 hrs. 10 min.

This route has already been described as far as Youghal (see Route No. 5). Taking the car from Youghal, we travel by a hilly road, crossing the mouth of the River Brickey to *Dungarvan*, a sea-port now containing little of importance or interest. Population 6520. Distance from Youghal, 14 miles. This was at one time a place of some importance. King John erected a castle here, of which only the keep now exists. During the time of Cromwell the town was saved from the horrors of a bombardment through the Protector's vanity having been flattered by a woman who drank his health near the entrance to the town. It is now the property of the Duke of Devonshire. The ruins of Abbeyside are the most interesting thing to be seen at Dungarvan. They stand on the other side of the harbor, which is reached by a causeway and bridge from Dungarvan, and consist of a keep of a stronghold founded by the McGraths; they also erected an Augustine monastery, which has been incorporated with a Roman Catholic church.

We next reach Kilmacthomas, a small village, from which a pleasant excursion may be made to Lake Coomshingawn, a most romantic spot, where a wall of rock rises perpendicularly almost entirely around the water.

For description of *Waterford*, see Route No. 9.

From Waterford to Wexford the scenery is in some places very lovely, as the road runs for some distance along the bank of the River Barrow. Eight miles from Wexford a road branches off to *New Ross*, a small town of 6772 inhabitants, situated on the side of a hill overlooking the Barrow. This place was founded by Isabella, daughter of Strongbow, soon after the invasion; it was surrounded by walls, fortified by a castle, and soon became a place of importance. Of the five original gates in the walls, only one (on the north), called the Bishop's Gate, is now standing. Dur-

ing the Parliamentary wars, Ross was garrisoned by the Royalists, who surrendered almost immediately after the arrival of Cromwell before the town; one of the gates took the name of Three-bullet Gate, from three cannon-balls fired into it by order of the Protector. There are some remains in the town of an old conventual church founded in the 13th century. Ross is a fine port, and carries on a very considerable trade in coal and grain.

Wexford (see Route No. 12).

ROUTE No. 15.

Limerick to Boyle, via Ennis, Tuam, Dunmore, and Castlereagh; by rail from Limerick to Tuam, 7 hrs. 15 min.; by mail-car to Castlereagh; and by rail from Castlereagh to Boyle in 5 hrs. 35 min.

Leaving Limerick (see Route No. 7), the line, after crossing the Shannon River, passes near Cratloe Station the ruins of three fortresses—Cratloe, Castle Donnell, and Cratloe-kil. Farther on, at the mouth of the Bunratty River, is the old castle of Bunratty, which serves as a police barrack, formerly belonging to the Earls of Thomond. After passing several stations, we arrive at

Quin, a small town possessing one of the finest as well as best-preserved abbeys in Ireland. This building dates from the beginning of the 15th century, and was built by one of the Lords of Glencoilan. It consists of nave and chancel, with a tower rising from their junction. The choir contains a monument of the Macnamara family, also a good Crucifixion in stucco. Attached to the choir is a chapel containing a sculptured figure. The cloister is also in good preservation. Between Quin and Clare Castle a large number of ruined castles are passed. At the latter place the River Fergus enters the Shannon. The castle is situated on an island in the bed of the river, and is connected on both sides with the mainland by bridges. Clare Abbey was founded at the

end of the 12th century by Donagh O'Brien, King of Limerick: it is passed on the road to Ennis.

Ennis, the county town, contains 6503 inhabitants. This was formerly the seat of the O'Briens, princes of Thomond, and was at one time famous for its Franciscan monastery, founded in 1240, which is now incorporated with the parish church. The town contains a good court-house of gray marble; also a column erected in commemoration of Daniel O'Connell, the Great Liberator.

Three miles south of the town are the ruins of Killone Abbey, prettily situated on the banks of Lake Killone. This building was founded in the 12th century by a daughter of O'Brien, renowned for her deeds of piety and benevolence. The road from Ennis to Gort is dreary and uninteresting. Three miles from the latter is the village of *Kilmacduagh*, containing a church built at the beginning of the 7th century by the King of Connaught for his kinsman St. Colman, who founded here a see, over which he himself presided. The church contains a remarkable cyclopean doorway, 6 feet 6 inches in height, with a lintel-stone extending the entire thickness of the wall, 5 feet 8 inches in length; this was closed up in the 14th century, when a new doorway was placed in the south wall. The round tower is believed to be the work of Gobhan Saer, who built the Glendalough and Antrim towers. It dates, like the church, from the 7th century, and is remarkable for leaning some 17 feet out of the perpendicular. The doorway is 26 feet from the ground.

After passing through Athenry, we reach Ballyglunin Station, two miles from which are the ruins of *Knockmoy Abbey*, founded in the 12th century by Cathol O'Connor, King of Connaught, surnamed the Red Hand, to commemorate a victory gained over the English under Almeric St. Lawrence. The abbey was then called Croc Muaidhe, or Hill of Slaughter. It is celebrated for the frescoes in its choir, which also contains the tomb of the founder; the frescoes are believed to be the work of the 14th century, but they are now fast disappearing. Twenty minutes from Ballyglunin we reach *Tuam*, an Episcopalian see and Catholic archbishopric. Population, 4938. This is a place of great antiq-

uity, and is believed to have possessed an abbey as early as 487, which was converted into a cathedral in the sixth century by St. Jarleth. Of the ancient church nothing but the chancel now remains, containing a most beautiful triumphal arch. The west door is a very fine specimen of ancient Norman work. The cathedral is now used as a parish church. The Cross of Tuam is made, like the cathedral, of red sandstone. On the base are inscriptions in memory of Turlough O'Connor, King of Connaught, and of O'Hoisin, the abbot. This cross was at one time broken into three pieces, which were possessed by different persons. The Roman Catholic Cathedral, of modern construction, is a very fine building.

From Tuam we take a car to Dunmore, the road passing through most monotonous scenery, only relieved by views of the Slieve-Dart Mountains. At Castlereagh we take a branch of the Midland Great Western Railway, and, passing through Roscommon (see Route No. 21), Athlone, and Mullingar (see Route No. 19), reach *Boyle*, a pleasant town situated on the banks of Boyle River. Hotel, *Monson's*. Population 3161. The river is here crossed by three bridges, on one of which is a pedestrian statue of William III. The principal attraction of the town is the ruins of an abbey of Gothic architecture founded here in 1161 by Maurice O'Dubhay. It is situated in private grounds, but admission is freely granted; it is cruciform, and consists of a nave, 131 feet in length, separated from the aisles by semicircular arches, a choir, and transepts. The building has suffered much harsh treatment from English invaders; first in 1235, and again in the time of Cromwell, when the horses of his soldiers were stabled here.

The tower, which is square and heavy in appearance, is supported by three Norman arches, and a fourth in the early pointed style. The court-yard communicates by a subterranean passage with a barrack in the town; the offices are still in good preservation, and in the porter's lodge the names of some of Cromwell's soldiers are still to be found carved upon the doors. M'Dermot, King of Moylough, was buried in the abbey in the 12th century. The bridge adjoining these ruins is believed to be of as great antiquity as the abbey itself.

The Church of Asselyn, situated on the banks of the Boyle, near Lough Key, is another interesting ruin in this neighborhood; there is also a cromlech on the road to Lough Gara, with a table-stone fifteen feet in length, and eleven feet in width, formerly supported by five pillars.

ROUTE No. 16.

Limerick to Dublin, via Roscrea, Maryborough, and Kildare, by rail. Time, 5 hrs. 20 m.: fare, £1 2s.

The first station of importance passed on this road is *Parsonstown*, so named from the Parsons family, to whom the town and neighborhood belonged in the time of James I. The castle, which has been modernized, is at present the residence of the Earl of Rosse, so famous in the world of science for his improvements in the telescope. Permission is freely granted to visitors desiring to see the telescopes belonging to the earl. The town is situated on Canacor River, and is neat and well built; in the principal square stands a Doric pillar commemorating the victory of the Duke of Cumberland at Culloden.

Roscrea, 11 miles from Parsonstown, is situated in a plain between the Slievebloom and Devil's Bit Mountains. Population 2992. It is a place of great antiquity, dating from the foundation of an Augustine monastery by St. Cronan in the 7th century. The only portion of the church remaining is the ancient doorway, with niches on either side, surmounted by a mutilated statue of St. Cronan. A round tower, eighty feet in height, standing in the cemetery, is in a good state of preservation; the door is fifteen feet from the ground. Close to this is an ancient cross, and a monumental stone, called the shrine of St. Cronan, on which a representation of the crucifixion is sculptured. The old Franciscan abbey, founded in the 15th century, has been incorporated in the Roman Catholic church.

In addition to the ecclesiastical ruins, there is the keep of a castle erected by the Ormonds in the reign of Henry VIII., which now forms part of the town barracks, and a round tower belonging to the castle built by King John.

Ballybrophy is the next station reached, where we join the main line of the Great Southern and Western Railway, described in Route No. 10.

ROUTE No. 17.

Limerick to Athlone, via Lough Derg and the River Shannon, by rail to Killaloe in one hour, thence by steamer to Athlone.

Leaving Limerick by the Limerick and Castle Connell Railway, we reach in thirty minutes the latter place, passing on our route through an extremely fertile country. Castle Connell derives its name from an old castle, situated on a rock overhanging the river, which was built here by the O'Briens at an early period. The ruins consist of some crumbling walls, overgrown with ivy, and part of a tower; the keep was blown up by order of the Prince of Hesse, after a siege in which the Irish partisans of James II. held out against him. This castle was once the residence of the renowned Brian Boru, whose grandson was murdered here by the Prince of Thomond. At Castle Connell the rapids of the Shannon may be seen in all their grandeur; for a quarter of a mile this river, which above the rapids is 300 yards wide and 40 feet deep, is almost a cataract, pouring over huge rocks and stones with wonderful force, and somewhat resembling the rapids of the St. Lawrence.

O'Brien's Bridge is crossed a few moments after leaving Castle Connell; of the original structure but little now remains: it was partly destroyed in 1556 by the Earl of Ormond, and has since undergone frequent repairs.

Killaloe is the last station on our railway journey, and the point from which we em-

bark for Athlone. It is a small town of great antiquity, containing some 1207 inhabitants, chiefly employed in the slate quarries or salmon fisheries. Hotels, *Royal* and *Albert*. An old and interesting bridge of nineteen arches crosses the Shannon here. The cathedral, a fine building of the 12th century, occupies the site of an abbey founded in the 6th century by St. Molna; it consists of a nave, choir, and transepts, with a tower rising at their intersection. Notice a fine Romanesque doorway, now blocked up, believed to have been the entrance to the tomb of Muircheartach O'Brien, King of Ireland. Within the church-yard is a second stone-roofed church, attributed by some to St. Molna, by others to St. Flannan. Soon after leaving Killaloe, the steamer enters Lough Derg, which is 23 miles in length, and varies in breadth from two to six miles. After passing the site of Kinkora, the palace of Brian Boru, immortalized by Moore, we reach the ruins of Derry Castle, situated on a small island to the right. Farther on is Innis Celtra, "the holy island," concerning which there are many traditions. Here a monastery was founded by St. Cairnin in the 7th century, but later was destroyed, together with its churches, by the Danes. The buildings were afterward reconstructed by Brian Boroimhe, King of Munster, in 1027. The round tower, 80 feet in height, dates from the 10th century, and was the residence of St. Cosgrath, an anchorite, called "the Miserable."

The steamer first stops at *Druminur*, where the ruins of a former stronghold of the O'Briens are to be seen. Above *Williamstown*, the next station, where pike and perch will be found in abundance by anglers, the lake grows narrower, and its shores, indented by numerous creeks, increase in beauty. After passing the ruins of Castle Terryglass on the right, we reach those of Castle Portumna, destroyed by fire in 1826, which are situated at the outlet of the lake. *Portumna* is the next station. Here the ruins of an ancient Dominican monastery are to be seen. After passing *Banagher*, near which stands the ruined castle of Garry and the Grand Canal, we approach *Mount Shannon*, and see on an island to the right the celebrated ruins of *Clonmacnoise*, of which Dr. Rodenburg gives the following description:

“Close to the shore stands Clonmacnoise, one of the most remarkable ruins in this island of the saints. The banks rise here slightly, and on the grass-clad mound stand two round towers, ruins of churches, and a cemetery. On the first hillock are the sunken walls of an old ecclesiastical building; on another hill is the great round tower. The roof has disappeared, and a broad belt of ivy winds like a garland around its centre. Down in the bottom, rather farther inland, is the second round tower, still perfect, and behind it M'Dermott's Church, with its splendid round, arched portal, fresh as if carved but yesterday. From the mound of the great round tower to the second the ground is covered with upright gravestones, among which stands a ruin, St. Kieran's Church, where the saint himself is said to be buried. The wonder of Clonmacnoise is St. Kieran's Stone, a cross of rare beauty, covered with sacred images. A wall surrounds the holy spot, which is to this day the scene of many pilgrimages and processions.”

Soon after passing these ruins the navigation is stopped by a broad weir, over which the river falls like a cascade. Passengers are landed at a few minutes' walk from *Athlone*. Hotels, *Royal* and *Bourke's*. Population 5748. Here the scenery is flat and uninteresting, and there are few public buildings of importance. The situation of the town is important from a military point of view, and the castle, built in the reign of King John, has consequently been kept in good repair, and has been strengthened by additional fortifications. A portion of the ancient walls of the town are still standing. The bridge occupies the site of the ancient ford where the famous encounter of the armies of St. Ruth and Ginkell took place in 1691.

A boat may be hired from Athlone to visit Lough Ree, which is entered about a mile and a half above the town. This lake, seventeen miles in length, is dotted with numerous small islands, many of which contain objects of interest. To visit Church Island, with its ecclesiastical remains, and the castles of Randon and Roscommon, a whole day will be required.

ROUTE No. 18.

Killarney to Kenmare, via Valentia and Waterville.

The distance from Killarney to Valentia is performed, first, by Bianconi's car as far as Cahirciveen, occupying four hours and a half, and thence by hack-car to Valentia. This is a very beautiful drive; beyond Ross Bay the road runs along the edge of the cliffs which form the base of Drung Mountain for a distance of several miles, and commands a fine view over Dingle Bay and the mountains on its opposite side. Turning inland and passing through Cahirciveen, we reach Reenard Point, and take the ferry for Valentia Island, two miles and a half distant. Close to the pier is a fine hotel, opposite which stands Ballycarbery Castle, the station of the Atlantic Telegraph Company. On the west side of the island are some fine slate quarries, which would well repay a visit. Magnificent views may be obtained from all parts of the island of the Kerry Mountains and Dingle Bay.

On the mainland, thirteen miles southwest of Cahirciveen, is the bold promontory of Bolis Head, which rises from the sea to a height of 940 feet. Nine miles from here are the remarkable rocks, the Skelligs, beautifully described by Jean Ingelow. On the largest of these rocks there was formerly a monastery, of which some traces still exist, but the exposed position caused it to be deserted. Two light-houses now rise above the rocks, the highest being nearly 400 feet above the level of the sea. The route now continues onward to *Waterville*, a small village, situated on a narrow neck of land between Lough Currane and the sea. *Lough Currane* is well worth visiting for its beautiful scenery, it being after Killarney the finest lake in Ireland. It is noted also for the size and abundance of its salmon and trout. Boats may be hired for fishing, or for viewing the lake: in the former case the cost for man and boat is five shillings a day. The surface of the lake, which is dotted with numerous small islands, extends three miles

into the heart of the mountains. On one of these islands some curious ecclesiastical remains are to be seen. Several miles from Waterville we pass Derrynane, the seat of the O'Connell family, beautifully situated on the margin of a creek, and surrounded by mountains. Farther on we reach Cove, from which place *Staigne Fort* may be visited, one of the most wonderful of the antiquarian remains to be seen in Ireland. It is a circular stone inclosure, put together without any mortar or cement, and is about 114 feet in diameter. The walls at the bottom are 13 feet thick, gradually decreasing to the top, where they are five feet two inches in thickness; within this wall are two small chambers.

Wilde thus describes the interior:—“Around the interior of the wall are arranged ten sets of stairs, the highest reaching nearly to the full height of the wall, and the secondary flight being about half that much. Each step is two feet wide, and the lower flights project within the circle of the higher. They had two narrow platforms, on which its warders or defenders stood. Although larger forts of this kind are known in Ireland, nothing so perfect in the construction of the staircases encircling the interior is to be found, with the exception of Dunmohr, in the middle island of Arran. A date of 2000 years can not be considered too old for this monument, which is still in a state of great preservation, and only to be equaled by those in Arran, which, however, do not evince so much care in their design and construction. What may have been the original Irish name of ‘*Staigne Fort*,’ which is quite a modern appellation, has not yet been determined.”

Returning to our car, we pass through *Sneern*, a small village at the mouth of a river of the same name, prettily embosomed in the midst of mountains. From here the road crosses the Blackwater, and continues along the right bank of the Kenmare River until it reaches the town of the same name.

Kenmare (see Route No. 3).

ROUTE No. 19.

Dublin to Galway, via Mullingar, Athlone, and Ballinasloe, by rail. Time, 5 hrs.; fare, £1 3s. 8d.

The Continental system of coupons for the round has been adopted by the Midland Great Western Railway, and at a reasonable cost the whole of the grand and wild scenery of Connemara, the Isle of Achill, Sligo, and other interesting localities, may be visited. This company also issues coupons for a combined tour to Connemara and Killarney for visitors who reserve Killarney for the winding up of their trip ere re-embarking for America.

Leaving Dublin by the Midland Great Western Railway, we pass near Clonsilla Station the Observatory of the Dublin University, to be seen on the left, while on the right stand the ruins of Castleknock, built during the reign of Henry II. by Hugh Tyrrell; this building was captured by Bruce in 1316, and again by Colonel Monk in 1642. After leaving Lucan, the line crosses the valley of the Rye by means of an embankment 100 feet in height, and reaches *Leixlip*, where the towers of a castle erected by Adam Fitz-Hereford, one of the Anglo-Norman conquerors, are still to be seen. The cascade formed by the Liffey, called the Salmon Leap, is near *Leixlip*.

Fifteen miles from Dublin we pass *Maynooth*, where may be seen the fine buildings of the Royal College of St. Patrick, which, after long debate in the British Parliament during the present reign, was permanently endowed for the education of five hundred priests. None but those destined for the priesthood can enter here, and the course of study requires eight years. The most conspicuous object seen on the arrival at the station is the tower of the castle of *Kildare*, erected in the fifteenth century. It is at present the property of the Duke of Leinster, and will well repay a visit.

From *Fern's Lock* the line passes through the dreary Bog of Allen to *Enfield*, whence there is little of importance until we reach *Mullingar*. Population 5103. This is a large assize town, carrying on an important trade in butter, frieze, and wool; it is also famous for its annual horse-fair. At *Mullingar* the traveler loses sight of the Royal Canal, which so far runs parallel with the

railway, but here turns off toward Longford.

Ten miles from Mullingar we arrive at *Athlone* (see Route No. 17), noted principally for its siege in 1691, when the army of William III. hurled against its walls and castles over twelve thousand cannon-balls. This town is an important military station, containing barracks for two thousand men, and fifteen thousand stand of arms. We next reach *Ballinasloe*, a town of considerable size, containing some 4619 inhabitants, and renowned for its annual great cattle-fair, which is attended by people from all parts of Europe. At Kilconnel, six miles farther on, are the ruins of a Franciscan monastery, founded in the fifteenth century. After leaving *Woodlawn*, once a place of importance, but now only remarkable for its antiquities, the mountains of Connemara come in view on the right.

Atheury is next reached, a place renowned in Irish history for the many desperate encounters between the English and Irish forces which have here taken place. Population 1199. The castle, dating from the thirteenth century, is admirably preserved, as well as a Dominican abbey, which is one of the finest ruins in Ireland.

Passing on the left the ruined Castle Dorrydonnell, we now obtain a fine view of *Galway*, the capital of the west of Ireland, and the fifth city of Ireland in point of population and commerce. Attached to the railway station there is a fine hotel. Galway contained in 1861 a population of 16,448 inhabitants; in 1871, 13,184, being a falling off in ten years of over three thousand. The town is situated on the bay of the same name, where the western lakes of Ireland pour out their surplus waters. The city owes considerable of its importance to its commerce with Spain, and its intercourse with that country may be seen in every direction, not only in the architecture of the houses and appearance of the streets, but in the natives: one sees on every side dark eyes and dark hair, and black eyes and yellow hair are by no means of rare occurrence. The principal public buildings are the Queen's College, Custom-House, Chamber of Commerce, Royal Institution, Collegiate Church of St. Nicholas, some monasteries and nunneries. There are also several breweries, distilleries, and numerous founderies. Galway was brought

conspicuously before our countrymen a few years since as the terminus of the "Lever" line of steamers, running between New York and Ireland. Travelers, before leaving Galway, should visit the quarter called Gladdagh, which is exclusively occupied by a peculiar set of people, mostly fish-men, who never mix nor intermarry with the other inhabitants. They have a chief among themselves, who decides all disputes, and who receives the title of King of the Gladdagh. A little farther westward of this place a beautiful view of the bay and islands of Arran may be had. These islands, celebrated by the poet Moore—"Oh, Arranmore, loved Arranmore"—may be visited by boats from Galway, which go every few days. Tourists visiting Connemara generally make Galway their starting-point. Three or four days or a week may be very pleasantly spent in this delightful district, where public cars in connection with the railway run through the finest part of the scenery, enabling those holding coupon tickets to return to Dublin by rail from Westport, Ballina, or Sligo.

Public cars leave Kilkee daily for Mil-townmalbay, Cliffs of Moher, Lisdoonvarna, and Ballyvaughan, *en route* between Killarney and Connemara. The Midland Great Western tickets, Nos. 3 and 4, are available from Broadstone for Kilkee Circular Tour.

ROUTE No. 20.

Galway to Clifden, via Oughterard and Ballinahinch, by mail-car. Time, 7 hrs. 30 min.; fare, 8s.

A stage-car leaves Galway every morning to perform this route, which extends through a fertile and well-cultivated country as far as Moycullen. From here extensive views are to be obtained of Lough Carrib and of Ross promontory. Five miles from Moycullen a natural limestone arch is passed, which crosses a stream flowing under the walls of Aghanure Castle: this is the ancient seat of the O'Flahertys, whose modern mansion is passed just before reaching *Oughterard*.

This is a small village, situated on the

banks of the Feogh River, where pearls are frequently found. The Maunturk Mountains and Twelve Pins now come in view, together with Loughs Boffin and Ardden. Five miles from the Half-way House we reach Lough Gamorin: here a deep gorge opens on the right into the valley of Lough Inagh, affording a fine view of the Joyce Mountains. The route now continues along the base of the Twelve Pins, skirting Lough Ballinahinch, until we come in sight of Clifden. The beauties of the road are thus described by Miss Martineau:

"There are few things in the world more delightful than a drive at sunset, on a bright evening, among the mountains and lakes of Connemara. It has the best qualities of the sea and land breeze at once. Then there are the grand bare mountains, the Bennobeola, or Twelve Pins, with caprices of sunlight playing about their solemn heads, and shining into their dark purple depths, and below are waters untraceable and incalculable. We are here at the ends of the earth to all appearance; for the land is as a fringe, with the water running in every where between its streaks. There are salt waters and fresh; bays, lakes, river, dashing torrents, mirror-like pools, a salmon-leap here, an inlet for shellfish there, and, receding behind, Ballinahinch Lough, with its little island, just big enough to hold the old castle, now a ruin, where tradition says that 'Dick Martin' used to imprison people who had been guilty of cruelty to animals. Close at hand are broken banks, gaudy with heath and bog flowers in vast variety; and beyond spreads the bronzed moorland, with foreign-looking goats, black and white, browsing in a group; and sea-gulls dipping, as if they took it for the sea. Along the road are brown-faced girls and boys, all healthy-looking, and many handsome; and women finishing their reaping and binding for the day—their madder-red petticoats and blue cloaks throwing a wonderful charm of color into the scene."

Clifden, beautifully situated at the head of Ardber Bay, contains 1313 inhabitants. Hotels, *Carr's* and *Hart's*. It is a pretty, modern town, with a court-house, church, schools, Irish Mission House, and an enormous work-house. Close to the town is a pretty cascade, formed by a stream rising in the Twelve Pins; the walks in the vi-

cinity and the views of the Atlantic to be obtained from the summits of the neighboring hills are very fine.

An excursion may be made from here to Roundstone by taking Bianconi's car to Ballinahinch, and there engaging a car to Roundstone, four miles distant. From Ballinahinch the road runs along the left bank of the Owenmore, until after passing Deraddia, a fishing station, when it crosses the stream by a three-arched bridge. Near here stand the remains of Toombeola Abbey, a Dominican friary founded by O'Flaherty in 1427. This building was demolished during the reign of Elizabeth, and nothing now remains but two gable walls and a doorway.

Roundstone, two miles distant, is situated on the slope of the Urrisbeg, and on the western side of Roundstone Harbor. It was at one time intended that this place should be the starting-point from Ireland to America, and for that purpose a pier was erected and a good road made by the engineer Nimmo. Up to the present time, however, Roundstone has been thrown into shadow by Galway, and it is doubtful whether it ever will assume a very important position. Seal-shooting may be had in this neighborhood, as those animals are to be found in large numbers in Betraghboy Bay. Near the entrance to the harbor are several small islands, on one of which the ruins of a chapel dedicated to St. M'Dara, as well as a holy well, are to be seen. The saint is supposed to have resided on the island.

ROUTE No. 21.

Dublin to Westport, via Mullingar, Athlone, Roscommon, Castlereagh, and Castlebar, by rail. Time, 6 hrs. 38 min.; fare, £1 10s. 2d.

For this route as far as Athlone, see Route No. 19. From Athlone, the Mayo Branch of the Midland Great Western stops first at *Knockcroghery*, whence Rindowr



Castle may be visited. This is believed to have existed as a fortress of the Danes as early as the 9th century. It afterward belonged to the O'Connors until the 13th century, when it was taken by the English. Weld describes the castle as being built in the form of a letter P, the tail of which formed the banqueting-hall, and the upper part the keep. Ballymurry is the next station passed before reaching

Roscommon. Hotel, *Royal.* Population 2722. This town contains little of modern beauty, but is chiefly visited for its castle and abbey. The castle, which is one of the largest in the kingdom, was built in 1268, although a fortress is believed to have existed here long before that time. It consisted of an enormous space inclosed by massive walls, which were defended at intervals by large towers semicircular in form. The building was habitable up to the reign of William III., when it was set fire to by the Irish escaping from the battle of Aughrim. The abbey, founded by Feidlim O'Connor, King of Connaught, in the 13th century, is situated in the lower part of the town. The church is 137 feet long, with a most beautiful window over the principal entrance; in the choir is the tomb of the founder, with a mutilated effigy, and the following inscription:

"Felim, son of Cathal Crovdearg O'Conor, the defender and supporter of his own province, and of his friends on every side; the expeller and plunderer of his foes; a man full of hospitality, prowess, and renown; the exalter of the clerical orders and men of science; a worthy materies of a king of Ireland, for his nobility, personal shape, heroism, wisdom, clemency, and truth, died, after the victory of [extreme] unction and penance, in the monastery of Roscommon, which he himself had granted to God and that order."

In the monument the king is crowned and dressed in his robe of state; the tomb was originally divided into compartments, in which stood figures mailed and armed; many of these are now to be seen strewn in the burial-place. In the northern transept is an aisle, from which it is separated by round and massive pillars supporting four pointed arches.

At Donamon, the next station, the line crosses the Suck, and, continuing along the stream, passes Ballymoe, and arrives at Castlereagh (see Route No. 15). Here the ancient circular cemetery of Cruachan may be visited. It is surrounded by a stone

ditch, much defaced, and measures about 116 feet in diameter. Here are small circular mounds, which cover sepulchral chambers, built of stone, without any cement, and filled with unburned bones. Outside the cemetery is the monument of Dathi, with a pillar of red sandstone.

Nothing of importance is now passed until we reach *Castlebar*, a place containing about 3508 inhabitants. Hotel, *Daly's.* This is a pretty place, with the ordinary buildings of an assize town, viz., courthouse, jail, barracks, etc. The Lawn, the seat of the Earl of Lucan, the proprietor of this district, is well worth a visit. Castlebar is chiefly celebrated for an engagement which took place here between the French and the English, known as "Castlebar Races." The French landed, under General Humbert, at Killala Bay in 1798, and advanced and took possession of the town, which they soon evacuated before the advance of the Marquis of Cornwallis. Eleven miles from Castlebar we reach

Westport (population 3863). Hotels, *Eagle* and *Royal Mail.* This town is situated about one mile from Clew Bay, and is one of the prettiest places to be seen by the tourist in Ireland. It consists of one long street, through the centre of which runs a mountain stream bordered with avenues of lime-trees, which form on each side a lovely promenade. The excursions in the vicinity of Clew Bay are very inviting, while the sea-bathing is unexceptionable. A considerable trade is carried on in corn and provisions. There is a courthouse, several banks, breweries, and distilleries, together with wharves and warehouses, and all the adjuncts of a thriving town. In the neighborhood of the town is the beautiful estate of the Marquis of Sligo, to which visitors are freely admitted.

ROUTE No. 22.

Westport to Galway, via Ballinrobe and Headford, by mail-car.

A car leaves Westport daily (see Route No. 21) for Galway, and takes the direction of the Triangle, a name given to the place where roads branch off, on the right to Killery and Lough Mask, and on the left to Castlebar. From Clone, reached after crossing the river connecting Loughs Nacorralea and Nagaltia, we obtain our first view of Lough Mask, a lake ten miles in length by four in breadth, dotted with numerous islands. We are now in a perfect network of lakes and rivers. Crossing the small stream which connects the waters of Loughs Cloon and Mask, we reach Killeeran, and continue our drive along a small peninsula running between the latter lake and Lough Carra to *Ballinrobe*. This small town is situated on the Robe, about two miles above its entrance into Lough Mask. The scenery in the vicinity is very beautiful. Not far from Ballinrobe stands a ruined castle of the O'Connors, built on a small island in Lough Mask, and destroyed in 1586 by Sir Richard Bingham. There are about twenty islands on the lake, on the largest of which, called Inismaan, are the remains of a fort believed to have been built by the King of Connaught, who was slain in battle with the people of Ulster in 537. Here also are some ruins of a small but beautiful abbey. On the eastern shore of the lake opposite this island stand the ruins of an ancient stronghold of the Burkes. Here the country is flat and cultivated, but on the western shore the lake is bounded by mountains, highest among which rises Farmnanure, 2218 feet. From Ballinrobe we continue our route to *Cong*, passing on our way the ruined mansion of the Lords Kilmaine. Cong Abbey was founded as early as the 7th century, although no remains are now to be seen of more ancient date than the 12th or 13th century. Of these the gateway is perhaps the finest part. The architecture is of the decorated Norman style, and bears evidence to the splendor which once existed here. This was the place to which Roderick O'Connor, the last of the Irish monarchs, retired after his numerous defeats, and lived for fifteen years a life of entire seclusion, dying in 1198. His ashes

are by many said to be deposited in this abbey, while according to others the site of their interment is at Clonmacnoise.

The Abbey of Cong was renowned for its ornaments and riches, of which we fortunately still retain an example in the "Cross of Cong," to be seen in the Royal Irish Academy, Dublin. The cross is two and a half feet high, of silver, washed with gold, richly chased, and studded with precious stones. It dates from the early part of the 12th century, and bears on its edges Latin and Gaelic inscriptions, giving the name of the king in whose reign it was made (Turlough O'Connor), that of a contemporary Church dignitary, as well as of the artist, who was an Irishman. It was made to contain a portion of the true cross, which was placed in a central crystal surrounded by gold. The tracery is of a style similar to the stone decorations of the period, and chiefly represents animals of various grotesque forms.

In the neighborhood of Cong is a remarkable natural curiosity in the shape of a cavern, called the Pigeon Hole, from which a view may be obtained of the subterranean river which connects Lough Mask with Lough Corrib. This river, four miles in length, has apparently only a course of three quarters of a mile, the remainder being underground, and only seen or heard at rare intervals. The entrance to the Hole is covered with ferns and mosses, which increase the darkness in the interior; with the assistance of a guide, a flight of steps cut in the rock is descended, and a platform reached, from which, when the eye has become accustomed to the darkness, the river may be seen. A bunch of straw is generally lighted, and allowed to float along the stream to show the different windings of its course. There are several other and smaller openings leading to this river, in one of which, called the Horse's Discovery, there are stalactites.

Continuing our route from Cong, we cross the Owenduff, near the ruins of Ross Abbey, and reach *Headford*, a small town belonging to Mr. St. George, whose residence is in the vicinity. Mr. St. George is also the owner of Ross Abbey, which is one of the largest and most beautiful buildings of the kind in Ireland, dating from the 15th century. Here the domestic arrangements of the monks are to be studied

in greater detail than in any other of the many ruined abbeys.

After leaving Headford, we pass Cregg Castle, the birthplace of Dean Kirwan, and of his brother Richard, the chemist and geologist. Four miles to the left from here are the ruins of the Abbey of Anaghdown, situated on the shore of Lough Corrib, once a renowned ecclesiastical establishment, with a nunnery, Franciscan monastery, college, and abbey. Knockdoe Hill, the scene of a battle in 1504, is passed before reaching *Clare-Galway*, seven miles from Galway. This village is situated on the Clare-Galway River, and contains the ruins of a beautiful abbey, and an ivy-covered tower or keep of a castle, built by the De Burghs in the 15th century. The abbey dates from the 13th century, and was built by John Cogan, a descendant of one of the companions of Strongbow. The church consists of nave, choir, and transepts, with beautiful intersecting arches supporting a graceful tower of three stories, each lighted by a small square window. A portion of the abbey has been restored, and is now used by some monks of the order to which the building originally belonged.

From here the road continues through a desolate-looking district until we reach *Galway*. (See Route No. 19.)

ROUTE No. 23.

Westport to Leenane and the Killery, by mail-car. Twenty miles.

This drive is one of the most beautiful and interesting to be taken in Ireland. The road follows the course of the Erive, through dark ravines and precipitous glens, where the river forms a succession of cascades and rapids most lovely to behold. Croagh Patrick, a mountain 2510 feet high, is a conspicuous object in the landscape. Before reaching Leenane, the road runs around the head of the *Killery*, a name given to an arm of the sea, which runs inland to the very heart of the mountains for

a distance of ten miles, strongly resembling a Norwegian fiord. The following description is given by Mr. Willis :

"Nothing can be finer than the mountain scenery all around. When you are in the middle of the bay you seem locked in on every side, and were it not for the smell, color, and vegetation peculiar to the sea, you would imagine you were on a mountain lake. But there is scarcely any lake that has not a flat, tame end, generally that where the superabundant waters flow off and form a river; but here nothing is tame: on every side the magnificent mountains seem to vie with each other which shall catch and keep your attention most. Northward the Fenamore Mountains, the Partree range to the east, Maunturk to the south; a little more to the southwest the Twelve Pins; then a little more to the west Renvyle Mountain, and to the north of that again the monarch of the whole amphitheatre, cloud-capped Mewlrea."

A boat may be engaged at Leenane to row the length of the Killery, turning at the entrance into the Little Killery, at the head of which is *Salrock*. From the Pass of Salrock, which, according to tradition, was formed by the struggles of St. Roc (who had been chained while asleep by the devil, but who nevertheless made his way through the heart of the mountain by his miraculous exertions), a most glorious panorama spreads before the eye, stretching over the Killery and portions of the Atlantic, with here and there a verdant island. A car should be sent from Leenane to meet the tourist at Salrock, who may then return by the wild and beautiful glen of Lough Fee.

From Leenane a road diverges to Tuam, *via* Maum and Cong, and another runs in the direction of Galway.

ROUTE No. 24.

Dublin to Sligo, via Mullingar, Carrick, and Boyle, by rail. Time, 5 hrs. 40 min.; fare, £1 5s. 2d.

For this route as far as Mullingar, see Route No. 19, by the Midland Great Western Railway. At Mullingar a branch line strikes off to Sligo, on which *Longford* is the first station of importance. Edgeworthstown, passed eight miles before reaching Longford, derives its name from the Edgeworth family, of which Maria Edgeworth, the authoress, is a noted member. This family settled in Ireland during the reign of Elizabeth: their estate now includes Fir Mount, once the residence of the confessor of Louis XVI., the Abbé Edgeworth, who attended that unfortunate monarch to the scaffold. Longford is a thriving county town, containing about 4375 inhabitants, but with little to interest the traveler. Passing Dromod and Drumsna, through a fertile and well-cultivated country, we reach *Carrick-on-Shannon*, so called to distinguish it from other towns bearing the same name. It is the county town of Leitrim, and contains 1568 inhabitants. *Boyle* is next reached (see Route No. 15). Forty minutes' ride now brings us to *Sligo*, situated on the Bay of Sligo, and containing a population of 9340. It is the most important town in the west of Ireland, after Galway, and, although not remarkable for its cleanliness, possesses good quays, large warehouses and market-houses, together with several breweries and a large distillery. Hotel, *Imperial*. The River Garvoe, by means of which the waters of Lough Gill enter the bay, runs through the town. In the portion of the town which belonged to the late Lord Palmerston are situated the carefully preserved ruins of a splendid abbey founded in the 14th century by Maurice Fitzgerald. Notice here a carved-stone window above the altar, as well as a monument, in good preservation, of one of the O'Connors; on this the inscriptions are still legible. One of Sligo's chief attractions to travelers is its contiguity with one of the loveliest lakes in Ireland, viz., Lough Gill. The lake is best reached by taking a boat up the River Garvoe: it is five miles in length, and about one and a half in breadth, with numerous islands, on the largest of which, Church

Island, are some interesting ecclesiastical ruins; wooded hills rise on every side, in some places abruptly, in others sloping gently down to the water's edge, and affording every variety of scenery to delight the lover of nature's beauties.

A greater portion of the lake belongs to the estate of Hazlewood, the seat of Mr. Wynne. From Knocknarea, an isolated limestone hill rising 1078 feet on the west of Sligo, a fine view may be obtained over land and sea; a large tumulus is to be seen on the summit of the hill.

The entrance to the Bay of Sligo is lighted by a beacon and two fixed lights on Oyster Island, as well as by a light-house on Black Rock, about two miles seaward.

ROUTE No. 25.

Sligo to Londonderry, via Ballyshannon, Donegal, and Strabane, by mail-car, 10 hours to Strabane, thence by rail to Londonderry. Sligo (see Route No. 24). The road from Sligo runs between the sea and a range of mountains, and after crossing the Elsinore promontory reaches Drumcliff, where portions of a round tower are to be seen, as well as two ancient crosses, all that now remain of a monastery founded here in 590 by St. Colomb. A road leads off from here to the left toward Lissadill and Raghly. Lissadill is the seat of Sir Robert Gore Booth, the residence of whose ancestors, Ardtermon Castle, stands nearer to Raghly. The coast along here presents a scene of great desolation, owing to the drifting sands, which have gradually covered hundreds of fertile acres, and in which the ruins of an ancient church and many habitations now stand imbedded. Of late years only some endeavors have been made to check the progress of this devastation.

Near Raghly is a singular deep cavity called the Pigeon-hole, into which the sea rushes with great force at high tides by means of several subterranean channels. Regaining the main route, the traveler sees

about four miles off Streedagh Point the island of Inismurray, on which are some ecclesiastical ruins of great antiquity inclosed in a stone fort.

Cliffony, belonging to the estate of the late Lord Palmerston, is next reached. Here the care taken by that nobleman in improving the condition of his tenants will be immediately remarked, there being an air of comfort and cleanliness often found wanting on other estates. From here the road hugs the coast as far as *Bundoran*. This is a favorite place of summer resort for the people of Enniskillen; it is beautifully situated on the shores of Donegal Bay, the cliffs of which present many natural beauties, having been worn by the action of the sea into most extraordinary forms; the most noticeable of these is the Fairy Bridge, consisting of a single arch twenty-four feet in span, most perfectly formed, and entirely without support.

Ballyshannon, four miles distant, is situated on a steep hill overlooking the Erne, which is here crossed by a bridge of sixteen arches at a short distance above the celebrated falls of Salmon Leap. The height of the cliff over which the river falls is thirty feet—ten feet above high water. Here the salmon, which drop down the river in August and September, return in the spring months. "This can only be accomplished by an ascent of the fall at Ballyshannon. Traps are laid in different parts of the fall, with funnel-shaped entrances, into which the salmon swim, and are preserved until required for the market; intervals are also left between the traps, through which the fish reach the top of the fall by a spring of at least fourteen feet in height, though it is at low water that the scene of leaping is displayed with the greatest activity."—Wright.

Of the Castle of Ballyshannon few traces now remain; numerous Danish raths may be seen, however, in the northern part of the town, in the parish of Kilbarron. To the northwest are the ruins of Kilbarron Castle, situated on a precipitous rock overlooking the sea. This was an ancient stronghold of the O'Clerys, so renowned in history, science, and poetry. The leader of the illustrious Four Masters was Father Michael O'Clery, of this family.

From here to *Donegal* the route is dreary and uninteresting. Near the village of

Ballintra is a locality called the Pullins, where the Ballintra River cuts through a bed of solid limestone to a depth of thirty to forty feet, and flows for a considerable distance through this narrow fissure, sometimes disappearing in caves, and only bounding forth into scenes of greater grandeur and magnificence.

Donegal is a small town situated at the head of Donegal Bay, and at the mouth of the River Esk. Little trade is carried on here, owing to numerous shoals in the harbor. Here the ruined castle of the O'Donnells is the principal object of interest. It is now the property of the Earl of Arun. Near the river are also the remains of a Franciscan abbey, founded by Hugh Roe, son of O'Donnell, in 1474. Here the famous "Annals of the Four Masters," sometimes known as the "Annals of Donegal," were compiled.

An excursion may be made from here to *Killybegs*, a small sea-port, containing some slight vestiges of an ancient church and castle. The drive to this town is very beautiful.

Continuing our route to Strabane, the road takes us through the Gap of Barnesmore, a magnificent mountain pass, past Lough Mourne and its castle, to Ballybofey and *Stramolow*, the latter place being connected with Strabane by the Finn Valley Railroad.

Strabane is a small town of 4615 inhabitants, situated on the Mourne, near its junction with the Finn, and belonging to the Marquis of Abercorn. Hotel, *Abercorn Arms*. Flax is raised here in large quantities, and the town contains one of the best linen markets in the north of Ireland. Trade is carried on by means of a short canal running to the navigable portion of the Foyle. Although a clean and well-built place, there is little to detain the traveler on his route to Londonderry, which is reached from here by rail in forty minutes.

Londonderry, which contains a population of 20,519 inhabitants, is beautifully situated on the west bank of the River Foyle, five miles distant above its entrance into Lough Foyle. Principal hotels, *Imperial* and *Commercial*. The city is well built, lighted, and paved. In the centre is a square called Diamond, from each side of which a handsome street leads to the four principal gates of the city. The sub-

urb of Waterside, on the opposite side of the river, is connected with the city by a bridge erected in 1789 by an American. Derry is noted for the noble manner in which it withstood the siege of King James's forces in 1689. An anonymous letter having been received by a Protestant nobleman—Earl of Mount Alexander—that on a certain day all the Protestants in Ireland were to be murdered by the Catholics, in accordance with an oath they had all taken, and that a captain's commission would be the reward of the party that murdered *him*, he gave the alarm, which spread to Derry. While the bewildered citizens ran through the streets, some dozen of the apprentice-boys seized the keys, and just as Lord Antrim's troops reached the Ferry Gate, drew it up, with some slight resistance from the guard. They sustained the siege for 105 days, and were reduced to the extremity of eating dogs and rats. A boom was placed across the river to prevent supplies from reaching there. One of the supply frigates, however, under the command of the Orange Admiral Kirk, with all sails spread, "dashed with giant strength against the barrier, and broke it in two, but from the violence of the shock rebounded and ran upon the river's bank. The satisfaction of the enemy was displayed by an instantaneous burst of tumultuous joy. They ran with disorder to the shore, prepared to board her, when the vessel, firing a broadside, was extricated by the shock, and floated out nobly into the deep again." It is said over 2000 died by famine during the siege. The principal buildings are the Cathedral and Bishop's Palace. The former is a handsome Gothic edifice, from the top of which is obtained a fine view of the city and the surrounding country. The Cathedral contains the colors taken at the siege of Derry, also a handsome monument to Bishop Knox. The chief ornament of the city is the fluted column erected to the memory of its heroic defender, Rev. George Walker.

Steamers to Glasgow, 5 times weekly; time, one night; fare, 12s. 6d.

Londonderry to Belfast, by rail, in 3 h. 25 m.:—*to London*, via Holyhead, in 18½ hrs.; fare, £3 10s.;—*to Dublin*, in 5¾ hrs. (Route 27).

ROUTE No. 26.

Dublin to Ballyshannon, via Mullingar, Cavan, Clones, and Enniskillen, by rail. Time, 7 hrs. 12 min.; fare, £1 6s.

For this route as far as Mullingar, see Route No. 19.

Cavan is reached by a branch line of the Midland Great Western Railway in 1 hr. 45 min. from Mullingar. This is a small town containing 3389 inhabitants, with but little to interest the traveler. *Clones* is an ancient town, situated on a steep hill, at the foot of which lie the ruins of an abbey dating from the 6th century. Here also is a round tower, minus its top, with a roughly built exterior, but of smooth limestone in the interior. On the summit of the hill is a fine church, situated on the market-place, and an ancient cross in rather good preservation, called the "Cross of Clones." Population 2150.

Enniskillen, one of the prettiest places in Ireland, is next reached. It is the county town of Fermanagh (population 6152), and is beautifully situated on an island in a small river that connects the two Loughs Erne. Hotels, *Imperial* and *White Hart*. This town has a thriving, business-like appearance not often seen in Ireland; it consists principally of one long street, with clean, well-built houses, and possesses, besides the usual buildings of a county town, the Royal School of Portora, founded by Charles I., and two small forts. Cutlery and straw plait are the principal manufactures, in which a considerable trade is carried on by means of a railway, communication with the sea being obstructed by the Falls of Ballyshannon, which occur between the lower lake and Donegal Bay. The banners borne by the people of Enniskillen at the Battle of the Boyne are preserved in the town-hall. From the summit of a hill above the railway station, on which stands a column erected in memory of Sir Lowry Cole, a fine view of the town and island may be obtained.

Enniskillen is a good point from which to make the tour of Loughs Erne, which may be done either by steamer, boat, or by stage-car from here to Ballyshannon. The River Erne first rises in Lough Gowna, and, passing through Lough Oughter, expands some miles below Belturbet into a large sheet of water called the Upper Lake.

Here the scenery is rather tame, until at Belleisle the waters again take the form of a river, and flow for ten miles through a most lovely country, their course interrupted by numerous small and verdant islands, of which the lake contains over one hundred. From Enniskillen the Lower Lake extends about twenty miles in a westerly direction, until, just before reaching Belleek, the waters are again contracted into a narrow space, and fall from a height of fourteen feet, from which point to Ballyshannon the river forms a series of rapids.

The largest and most interesting isle of the Erne archipelago is *Devenish Island*, containing about eighty acres of land. Here stand the ruins of two churches attributed to St. Molaisse, who lived in the 6th century. Of these, the upper church or abbey is in much the best state of preservation; and, having been frequently plundered by the Danes, it was probably rebuilt in the 12th century. Of the lower church only a portion of the walls remain. In its vicinity is a small stone-roofed building called the Cell of St. Molaisse, which strongly resembles St. Kevin's Kitchen at Glendalough. A round tower, seventy feet high, stands in the northern part of the island. The door is situated nine feet from the ground, and is reached by three steps made in the stones; it is lighted by the usual four windows, with a keystone ornamented with grotesque heads above each. The conical roof has been restored.

The drive from Enniskillen to Ballyshannon runs through scenery as lovely as any to be seen in the world, and, should time permit, we would advise proceeding by car to Ballyshannon instead of by rail.

Ballyshannon (see Route No. 25).

ROUTE No. 27.

Dublin to Londonderry, via Mullingar, Clones, Omagh, and Strabane, by rail. Time, 5 hrs. 45 m.; fare, £1 10s.

Dublin to Mullingar (see Route No. 19). Mullingar to Clones (see Route No. 26).

Armagh, passed on the road from Portadown to Clones, is a cathedral city, celebrated in ancient times, but with little now to show in proof of that celebrity. A church was founded here by St. Patrick in the 5th century, around which a city quickly grew, only to be subjected to numberless misfortunes: after being repeatedly plundered and burned by the Danes, it was set on fire by O'Neil, a native chieftain, in 1566, when the church was completely destroyed. The city is prettily situated on the sides of a steep hill, on the summit of which stands the Cathedral, a cruciform church with a low tower, formerly surmounted by a spire. Armagh is the county town, and contains about 8946 inhabitants.

Omagh, the county town of Tyrone, and containing 3661 inhabitants, is situated on a steep hill overlooking the railway: it contains little that need detain the traveler. From here to Strabane the railway follows the course of the River Strule, passing on the left bank *Newtown-Stewart*, formerly an important military station, with the name of Lislas. It was granted by Charles I. to Sir William Stewart, from whom its modern name is derived. A house is still shown in the main street in which James II. slept on his way to Londonderry, after which the town was burned by his order, and not rebuilt until 1722. Near the town, on the summit of a hill, stands an old ruin called Harry Ivery's castle.

For the continuation of this route from Strabane to Londonderry, see Route No. 25.

ROUTE No. 28.

Dublin to Belfast, via Drogheda and Dundalk, by rail. Time (limited mail), 3 h. 5 m.; fare, £1 13s. 4d.

From Dublin to Drogheda the distance is thirty-two miles. This town is pleas-

antly situated on the River Boyne, and contains nearly 15,000 inhabitants. *Imperial Hotel* the best. There is but little to detain the traveler here, if we except the ruins of the Abbey of St. Mary d'Urso and the abbey of the Dominicans: even these are difficult to see from their position. The spinning of flax is now the principal occupation of the inhabitants. The River Boyne is here crossed by a magnificent bridge, from which a fine view may be had.

The Boyne is celebrated in history, the banks being the battle-ground where the forces of James II. and those of his son-in-law, William, Prince of Orange, met July 1st, 1690. The engagement is known as the "Battle of the Boyne." The forces were equally divided, 30,000 on a side. The prince was the victor. James fled to France, and the victory secured to the country liberty, law, and religion. The brave Duke of Schomberg, who commanded the prince's forces, was killed on the field: see the monument erected to his memory. Kohl says: "James displayed but little courage in this memorable battle. He abandoned the field even before the battle was decided, and made a ride of unexampled rapidity through Ireland. In a few hours he reached the castle of Dublin, and on the following day he rode to Waterford, a distance of 100 miles. Nevertheless, James sought to throw the blame of the whole defeat on the Irish. On arriving at the castle of Dublin, he met the Lady Tyrconnel, a woman of ready wit, to whom he exclaimed, 'Your countrymen, the Irish, can run very fast, it must be owned.' 'In this, as in every other respect, your majesty surpasses them, for you have won the race,'" was the merited rebuke of the lady. The day after the battle Drogheda opened its gates to the English army. It is one of the many towns which experienced the rigor of Cromwell's severity during the merciless campaign of 1650, nearly the entire garrison, with great numbers of the inhabitants, having been put to the sword after a successful siege. One hundred of the inhabitants having taken shelter in St. Peter's Church steeple. Cromwell ordered it to be fired, and burned them up. The slaughter was continued for five days.

The linen trade, which is very extensive

in the north of Ireland, forms the staple of Drogheda. The Earl of Desmond, Lord Chief Justice of Ireland, was beheaded here in 1467 for kindness shown toward the Irish people.

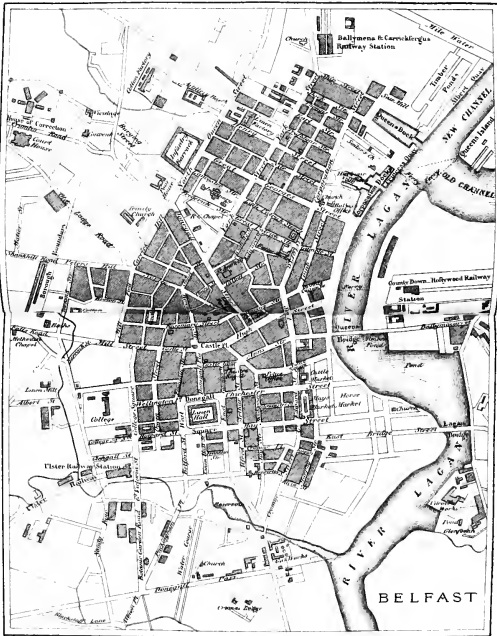
A visit (if stopping at Drogheda) should be made to Mellifont Abbey, distance five miles, and Monasterloice, six miles distant. The round tower of this last dates from the 9th century. There are some fine antique crosses here, the largest of which is twenty-seven feet high, and contains a Gaelic inscription concerning Muredach, a king of Ireland who died in 534.

We next approach *Dundalk*, a manufacturing town of 11,327 inhabitants. Its principal trade is in flax and corn. *Arthur's Hotel* the best. Dundalk is noted for the sieges it sustained from Edward Bruce in 1316, from the O'Neils, and from Lord Inchiquin in 1640. Edward Bruce was here crowned king of Ireland. He resided in Dundalk for two years, and was killed near the town in an engagement with the English. After Scotland had gained her independence at Bannockburn, the Irish invited Edward, brother of Robert Bruce, to take possession of the crown of Ireland. He was the last monarch, and Dundalk was the last town in Ireland where a monarch was crowned. The town has a fine park, and Dundalk House and grounds, the residence of Lord Roden, are open to visitors.

Fifty-eight miles more and we arrive at *Belfast*, the metropolis of the north of Ireland. Different from most cities of Ireland, it shows a continued increase in population. In 1851 it contained 100,945; in 1871 it amounted to 174,394.

Hotel Imperial, one of the best in Ireland, and best in Belfast, ably conducted by Mr. Jury, the proprietor.

The whole city of Belfast, whose population and prosperity have so rapidly increased, stands on the territory of the Marquis of Donegal, to whose ancestors it was awarded by James I. when Belfast was a small village, and formerly returned that nobleman a million and a half of dollars per annum. Belfast is a great seat of both linen and cotton manufactures. It possesses a large foreign trade, as well as extensive intercourse with the ports of the Scotch and English coast, especially with Liverpool, to which it sends great quanti-



Belfast, Ire.

BELFAST

ties of cattle and agricultural produce. The city has a cheerful aspect: the streets are wide and well paved, and the houses mostly of brick, and well built. Belfast contains an important collegiate establishment, entitled the Belfast Academical Institution, and is also the seat of the queen's colleges. One of the most elegant edifices in the town, finished in the Italian style, is that which contains the offices of the harbor commissioners: it has a fine clock-tower, and the whole building is constructed of cut stone. The first Bible that was ever printed in Ireland was published at Belfast—the printing of this volume did not occur, however, until 1794; no printing-press was brought here until 1696, Ireland being far behind even Russia in this respect. The public buildings are mostly of modest appearance. The Commercial Buildings contain handsome reading-rooms, well furnished with newspapers. The Bank of Belfast presents in its style of architecture a mixture of Doric and Corinthian, and is quite attractive in its appearance. The First Presbyterian Meeting-house, in Rosemary Street, is elegantly decorated inside; the ceiling is elaborately ornamented in stucco; a portico, composed of ten Doric columns, with an elaborate balustrade, renders the exterior worthy of observation.

The *Belfast Museum* contains a large collection of Irish antiquities, and the building is rich in design and execution. The Custom-house, Post-office, and St. Patrick's Cathedral are among the other principal buildings. The *Queen's Bridge*, which occupies "the Great Bridge of Belfast," is very elegant, large, and substantial. Beyond the *Presbyterian College*, a very magnificent building, is the *Botanical Garden*, established in 1830. It is the next finest in Ireland to that of Dublin, and even possesses many advantages over the latter.

The flax-mills of Belfast are perhaps the most interesting sights in the city; one of each kind should be visited, that is, those worked by steam and by hand. The largest steam-mill is that of the Messrs. Mulholland, who, it is said, directly and indirectly, employ twenty-five thousand men; but the finest linen and damask is only made by hand, and the process of forming and weaving the different patterns is decidedly interesting. The best establish-

ment to visit is that of Mr. Michael Andrews, at Ardoyne, about one mile out of the city. The whole establishment may be seen between 10 and 12 and 3 and 5 every day of the week. Here many of the first families in Europe have their coats of arms drawn and woven in their napkins, table-cloths, etc. The proprietor allows no gratuity to be received by the persons showing the establishment.

Travelers should also extend their visit to Cave Hill, about two miles, whence a most glorious panoramic view may be obtained of the surrounding country. The hill takes its name from three caves, which may be seen on its perpendicular face. On its summit is an earthwork, which was one of the strongholds of Brian M'Art, whose clan was exterminated in the reign of Queen Elizabeth.

Belfast to London, via Fleetwood; time, 18½ h.; fare, £2 5s.;—*to Liverpool*; time, 14½ h.; fare, 16s.;—*to Manchester*; time, 14 h. 25 m.; fare, 18s.;—*to Leeds*; time, 17 h. 5 m.; fare, £1 3s. 6d.;—*to Birmingham*; fare, £1 8s.; time, 16 h. 20 m. (sea passage, 11 h.). Dep. 8 P.M.

Belfast to London, via Greenore and Holyhead; time, 19 h. 50 m.; fare, £2 5s.;—*to Liverpool*; time, 15½ h.; fare, £1;—*to Manchester*; time, 16 h. 40 m.; fare, £1 3s.;—*to Birmingham*; time, 17½ h.; fare, £1 8s. (sea passage, 7¼ h.). Dep. 5 P.M.

Belfast to London, via Kingstown and Holyhead; time, 15½ h.; fare, £3 5s. 6d. Dep. 3.15 P.M.

Belfast to London, via Larne and Stranraer, in 16 h.; fare, £2 18s. 6d. (sea passage, 2½ h.).

Belfast to Dublin; time, 3 hrs.; fare, £1 13s. 4d.;—*to Londonderry*; time, 3 h. 35 m. (Route 31).

ROUTE No. 29.

Dublin to Kingstown, and excursions in the vicinity, by rail. Time, 30 minutes; fare, 1s.

Trains run every half hour between Westland Row and Kingstown from 6 A.M. until 11.30 P.M., stopping at Booterstown, Blackrock, Seapoint, and Salt-hill. For description of the seaport of Dublin, see Route No. 10.

Kingstown to Holyhead, by boat, in 4¼ h.; fare, 12s.

Mail boats leave at 7 A.M. and 7.15 P.M. (see Holyhead, Route 87).

ROUTE No. 30.

Dundalk to Enniskillen, via Castle-Blayney and Clones, by rail. Time, 3 hrs. 30 min. ; fare, 19s.

Leaving Dundalk by the Dundalk and Enniskillen Railway, we first reach the station of Inishkeen, close to which stand the ruins of an abbey and round tower, as well as an old stone cross, prettily situated on the banks of the Fane. The line follows the course of this stream until Culloville is passed. *Castle-Blayney*, formerly belonging to the late Mr. Hope, is a thriving town, with an adjoining estate as fine as any in this part of Ireland. It embraces the entire extent of Lough Muckno and its pretty islands, and is charmingly planted, beeches and walnuts predominating. The ruins of an ancient castle are to be seen on one of the islands in the lake. *Ballybay*, a small town situated in a valley, and principally engaged in the linen trade, is reached after skirting the base of several hills. Passing through Newbliss, the River Finn is crossed, from which point to Clones the line runs through a most beautiful tract of country. For description of Clones, and route from Clones to Enniskillen, see Route No. 26.

ROUTE No. 31.

Belfast to Londonderry, via Antrim and Coleraine (branch to Portrush and Giant's Causeway), by rail. Time, 3 hrs. 35 min.

Belfast (see Route No. 28).

About ten miles from Belfast we pass the town of *Carrickfergus*, which contains 4212 inhabitants, most of whom are of Scotch descent.

The principal object of attraction is the *Castle*, which was built by a De Courcy in the 12th century. It was captured from the English by Bruce, at whose death it again reverted to them. It is at present used as a garrison by a company of artillery. Twelve miles, and we arrive at *An-*

trim, a town of 2000 inhabitants, close to Lough Neagh, the largest lake in the British Islands, and only surpassed in size by that of Geneva in Switzerland, and Ladoga and Onega in Russia. In the immediate vicinity is Antrim Castle, with its beautiful park and grounds. This fine old structure is the seat of Viscount Massareene. A short distance beyond Antrim we pass the deer-park of Shane's Castle, the seat of the famous race of heroes the O'Neils, who were for ages the lords of Ulster.

The Red Hand in the arms of Ulster, which were the arms of the O'Neils, is thus accounted for: When Ireland first was conquered or settled, it was permitted to the person who should first touch the ground that he should be its chief. O'Neil, who was one of the party that first approached the shore, cut off his hand and threw it on the bank, thereby first touching the ground, and from this individual sprung the royal race. The waters of Lough Neagh are celebrated for their healing of scrofulous diseases, and for their petrifying properties, requiring but a few years to turn wood into stone.

Thirty-six miles more, and we reach *Coleraine*, which contains 6399 inhabitants. It is a place of great antiquity, but there is nothing of interest to be seen. Here travelers to the Giant's Causeway change cars for Portrush, which is but 20 minutes distant from Coleraine. Carriages may be had at the station or hotel to convey tourists to the Causeway. (See Route No. 35.)

Coleraine is beautifully situated on the River Bann, which is noted for its fine trout and salmon fishing; this is best obtained between Kilrea and Toom, where the river makes a fall over a ledge of rocks thirteen feet high, called the Salmon Leap.

From Coleraine the railway turns toward the mouth of the Bann, and runs along the shores of Lough Foyle. Beyond Downhill the line skirts the base of the Magilligan cliffs as far as Magilligan junction, at which point they attain their greatest elevation. Here a branch line diverges to Magilligan Point, which is reached after arriving at the station by an hour's walk between Lough Foyle and the cliffs. A ferry takes travelers desiring to cross the lough to Inishowen Head and Greencastle, the ruined stronghold of the O'Doughertys.

The following description is given by Mr. Fraser of *Magilligan*: "A singular combination of picturesque beauty and grandeur presents itself at *Magilligan*. Here the cliffs, every where striking, increase in altitude, and the pastoral banks which they cap are here much more varied by verdant knolls, sylvan dells, and terraced platforms. High on one of the latter, with several cottages, stands the church of *Magilligan*, one of the most singularly and romantically situated of all our sacred edifices. Overhung by the towering cliffs, and looking across the sandy plain, succeeded by an arm of the sea, and terminated by the lofty mountains of *Inishowen*, few situations are better calculated to excite emotions allied to devotional feelings—the feelings in unison with all around."

At *Bellarena*, the first station on the main line after *Magilligan*, the cliff scenery ends, and the road passes through verdant pastures, many of which have been reclaimed from the encroachments of the sea. From *Culmore* the line runs along the banks of the *Foyle* until it reaches *Londonderry*, already described in *Route No. 25*.

ROUTE No. 32.

Belfast to Enniskillen, via Portadown, Armagh, and Clones, by rail. Time, 4 hours; Fare, 15s. 4d.

Most towns of importance on this route have been already described in *Routes No. 26 and 27*.

After leaving *Belfast*, the line runs along the line of a base of chalk rocks, which gradually diminish in height, until *Lurgan* is reached. This is the most southerly point at which chalk strata are to be observed in Ireland. *Lisburn*, passed seven miles from *Belfast*, is a prosperous town of some 8816 inhabitants, chiefly engaged in the manufacture of damasks. The town contains a handsome cathedral church, and a castle built during the reign of Charles

I., the grounds of which are open to the public.

Between *Lisburn* and *Moira* the line passes the *Maze*, a common where the *Hillsborough* races are run. *Moira* once boasted a round tower sixty feet in height, which has unfortunately fallen to the ground. Near it stand the remains of an old church. *Lurgan* is the last station before reaching *Portadown*, an important railway junction, whence the *Dublin and Belfast*, *Clones*, *Ulster*, and *Dungannon* lines all radiate. This town is situated on the *Bann*, and contains about 6735 inhabitants, who carry on an extensive trade in linen and agricultural products.

Armagh is reached in thirty minutes from *Portadown*. (See *Route No. 27*.)

Killyleagh, beautifully situated on the shores of *Lough Strangford*, is renowned as being the birthplace of *Sir Hans Sloane*, the founder of the *British Museum*. On the summit of a hill, back of this town, stands an ancient castle, dating from the reign of *King John*, which has been beautifully restored. *Caledon*, formerly known by the name of *Kennard*, where in the seventeenth century *Sir Phelim O'Neil* made his head-quarters, and defended for several years the *County of Tyrone* from the invading English, is the next station. *Glasslough* is passed before reaching *Monaghan*, a modern town, containing little to interest the traveler. *Smithborough* is the last station at which the line stops before reaching *Clones*. For remainder of this route, see *Route No. 26*.

ROUTE No. 33.

Newry to Belfast, via Rostrevor, Newcastle, and Downpatrick, by rail from *Newry* to *Warrenpoint*, thence by car to *Downpatrick*. Fare, 5s. Thence by rail to *Belfast* in 1 hr. 28 min.

Newry is reached by a junction on the *Belfast and Drogheda Railway*; it is be-

lieved to date from very ancient times, as an abbey was erected here by Mannie MacLoughlin, King of Ireland, in 1157, of which no traces now remain. Hotels, *Victoria* and *Newry Arms*. The town is situated on the Newry River, a few miles above Carlingford Bay; the older portion stands on the eastern side, in the County of Down, and is built on a hill, upon which the streets rise one above the other. The modern part of the town is situated on the opposite side of the river, in the County of Armagh, and is connected with the other by four stone bridges. The appearance from a distance is very picturesque, but on nearer approach the beauties fade, and the town may be found rather dull and uninteresting. Dean Swift gives the following description of the place :

"High church, low steeple,
Dirty streets, and proud people."

The port of Newry is capable of admitting vessels of 1000 tons, which can not, however, go farther than Warrenpoint, six miles from the town; those drawing only fifteen feet of water can reach Newry by means of the ship canal. A considerable trade is carried on with England, America, and the Baltic, and corn and provisions are largely exported. Steamers ply from here to Liverpool, 153 miles. The town contains several fine modern churches; there is also a rath, which would interest the antiquary, situated near Crown Bridge; it is surrounded by a ditch 600 feet in circumference. Population 13,397.

Leaving Newry from Dublin Bridge or Edward Street Stations on our way to Warrenpoint, we pass, four and a half miles, Narrow Water, where a low rock protrudes into the river, on which is situated an old castle, commanding completely the entrance to Newry. It consists of a square battlemented tower, believed to have been built by the Duke of Ormond in 1663. It is the property of Mr. Roger Hall, whose modern Elizabethan mansion stands to the right of the old castle.

Warrenpoint, the port of Newry, is a pretty modern town, much frequented for bathing purposes. On the opposite side of the bay lies the village of Omearth. The drive from Warrenpoint to Rostrevor is of unequalled beauty, there being a combination of mountain and coast scenery, and Car-

lingford Bay presenting the appearance of an extensive lake surrounded by woods and hills. Pretty villas and country-seats line the road. On the beach, near Drum-sisk, stands an obelisk, erected to the memory of General Ross, slain in the battle of Baltimore, 1814.

Rostrevor is a lovely watering-place, sheltered by high hills and shady woods. Here once stood the ancient castle of Rory M'Genis, who owned this territory, and in regard to which Sir Walter Scott wrote the following lines :

"Ah! Clandeboy! thy friendly floor
Slieve-Donard's oak shall light no more;
Nor Owen's harp, beside the blaze,
Tell maiden's love or hero's praise!
The mantling brambles hide thy hearth,
Centre of hospitable mirth!

"All undistinguished in the glade
Their sire's glad home is prostrate laid;
Their vassals wander wide and far—
Serve foreign lords in distant war.
And now the strangers' sons enjoy
The lovely woods of Clandeboy!"

Continuing on our route by car to Downpatrick, we pass (15 miles from Newry) Mourne Park, seat of the Earl of Kilmorey, in the grounds of which rises Knockree, 1013 feet high, on the summit of which is an observatory. Crossing the White Water, we reach a road leading to Greencastle Point, where stands a massive square tower, erected by the Anglo-Norman barons to protect the entrance of Carlingford Lough. From here we continue to Kilkeel, an unimportant town of some 1100 inhabitants, and proceed along the coast on a narrow strip of land separating the Mourne Mountains and the sea until we reach *Newcastle*, situated at the base of Slieve-Donard. Hotel, *Annesley Arms*. Population 691. This is a good bathing-place, sometimes called the Scarborough of Ireland; it possesses a celebrated Spa, about half a mile from the town, on a hill-side adjoining the grounds of Donard Lodge, belonging to the Earl of Annesley, which are freely opened to the public. The ascent of Slieve-Donard, the highest of the Mourne Mountains, may be made from the Spa Well. The height is 2796 feet. *Dundrum* is passed five miles on our route from Newcastle. This is a small village situated on Dundrum Bay, overlooking which are the keep and out-works of an ancient castle, supposed to have

been erected by a De Courcy in the 14th century: it was first held by the Templars, and then passed into the possession of the M'Gennis clan, once so powerful in this part of Ireland. A ruined mansion, dating from the 16th century, stands near the castle.

From here the direct road to Downpatrick, eight miles and a half, strikes inland, passing through the village of Clough, where a single tower of a once powerful castle now stands.

Downpatrick is a town of very ancient date, mentioned as being the residence of the native sovereigns of Ulidia, and believed to be the oldest town in Ireland. It is situated on the side of a hill overlooking the river Quoyle, and contains 3410 inhabitants. Here a monastery was founded in 432 by St. Patrick, on a site now about two miles from the town, in which that saint, together with St. Bridget and St. Columbkille, was afterward buried. The cathedral is a comparatively modern structure, occupying the site of one which had been burned by Lord Grey in 1538; the new building was erected in 1790. The east window is the only one which belonged to the previous edifice; over it are three niches, which once contained effigies of the three saints buried in the monastery, with a Latin inscription which runs thus:

"Three saints do rest upon this holy hill:
St. Patrick, Bridget, and St. Columbkille."

Northwest of the town is a Danish rath, over 2000 feet in circumference, surrounded by three ramparts; this formerly went by the name of Fort Keltain. The Holy Wells of Struel, much resorted to by penitents, lie in a northeasterly direction. They are thus described by Doyle: "These" (the wells) "are four in number. The Body Well, or Well of Sins, the Limb Well, the Eye Well, and the Well of Life. If they pay a fee, they can go into the first, in which they are accommodated with a place to undress; if not, they must go to the Limb Well, in which case they have to undress before the multitude, and repair in a state of nudity to the well, into which they plunge promiscuously. Having thus washed away their sins at the expense of their modesty, they repair to the Eye Well, to wash away the impediments to their spiritual vision; after which they partake of the

'Waters of Life,' or, as some call it, the Well of Forgetfulness." Beyond the wells, on the hill of Slieve-na-griddle, is a curious Druidical ring, which will interest the antiquary.

ROUTE No. 34.

Drogheda to Belfast, via Navan, Kells, and Newcastle, by rail. Time, 2 hrs. 53 min.; fare, 15s. 2d.

This railway, 36 miles in length, runs through the valley of the Boyne, through a well-wooded and richly cultivated country during its entire length. About a mile and a half from *Duleek*, the first station after leaving *Drogheda* (see Route No. 28), is the village and ruined church of *Donore*, founded by St. Kieran in the fifth century. Here James II. passed the night before the battle of the Boyne, and on the following day his army retreated, after its defeat, toward *Duleek*, while James fled on to *Dublin*. Near *Beauparc* stands *Slane Castle*, the seat of the Marquis of Conyngham, adjoining whose demesne are the ruins of the *Hermitage* of St. Eric.

Navan, an unprepossessing town of considerable antiquity, is situated sixteen miles from *Drogheda*, and contains 4184 inhabitants. The town is situated at the junction of the Boyne and Blackwater, and contains some interesting antiquities, such as the round tower of *Donaghmore*, the ruined castles of *Scurroughstown* and *Liscartion*, and the castle and church of *Athlumney*. Near the last-named place a curious subterranean passage was discovered during the construction of the railway: it is divided into two branches, each ending in a small circular chamber. About four miles from *Trim* is *Dangan Castle*, a place of considerable interest to the traveler, as being the birthplace or early home of *Wellington* and *Wellesley*. After leaving *Navan*, the railway turns from the Boyne and follows the course of the Blackwater.

Kells, ten miles from Navan, was known as early as the sixth century, when a monastery was founded here by St. Columba; this was plundered and burned by Dermot M'Murrough in 1155, and rebuilt by Hugh de Lacy the following year; no traces of this building now exist. The antiquities which will interest the visitor are the house of St. Columba, a remarkably perfect round tower, 100 feet in height, and three elaborate sculptured crosses, of which the principal stands in the market-place. Kells was also well advanced in literature at an early date, as may be seen by the illuminated "Book of Kells," now belonging to the museum of the Royal Irish Academy. From here the traveler may proceed by rail to *Oldcastle*, where little of interest is to be found, or he may take a car to *Cavan* (see Route No. 26).

ROUTE No. 35.

Coleraine to Belfast by the Great Coast Road, via the Giant's Causeway.

Coleraine is reached from Belfast by the Belfast and Northern Railway (see Route No. 31). Travelers change cars here for *Portrush*, the stopping-place for visitors to the Giant's Causeway, and where one can not only spend days, but weeks to advantage. The best hotel in Portrush is the *Antrim Arms*, which is one of the best kept and most reasonable houses not only in Ireland, but in the United Kingdom. From here travelers make the excursions to Dunluce Castle and the Giant's Causeway. There is a good stable attached to the hotel, where carriages, horses, or jaunting-cars may be engaged at reasonable prices.

Portrush is situated on a bold headland, with a deep bay on either side, and immediately opposite it is the group of rocky islands called the Skerries, which form a fine breakwater for the harbor. It is an admirable bathing-place, and, since the opening of the railway, a place of considerable activity.

About two miles from Portrush we ar-

rive at the *Castle of Dunluce*, which is considered one of the most picturesque ruins in the United Kingdom. It stands upon an isolated rock 100 feet above the level of the sea, and is connected with the mainland by one of the most narrow bridges one can well imagine—say 20 inches wide. The date of its erection is uncertain; its building, however, is generally conceded to De Courcy, earl of Ulster. It has been the scene and subject of endless tradition, as well as many romantic and humble events. It was the ancient residence of the M'Quillans, and afterward of the M'Donalds of Scotland, Colonel M'Donald having married into the family of the M'Quillans. Those who feel inclined to boast of their pedigree should be informed that the founder of the M'Quillans could trace his family back 3000 years, when they left Babylon for Scotland. The Scottish family are still lords of Antrim and Dunluce. Beneath the castle is a long, narrow cave, which may be entered by a small opening at low water.

Three miles farther brings us to *Bushmills*, so called from the River Bush, on which is situated a water-mill. The river is a favorite resort for anglers, and its salmon and trout are delicious.

Nearly two miles farther we arrive at the *Giant's Causeway*, the most remarkable natural curiosity in the country. This basaltic promontory, which projects upward of a thousand feet into the sea, consists of huge piles of prismatic columns arranged side by side with perfect uniformity. One might imagine them to be the work of ingenious artificers, and it is questionable whether the art of man could rival the nicety with which each piece is fitted to the other. We shall not attempt a scientific description of the peculiar formation of this Causeway, nor have we the time nor room to embody the theories of the different learned writers on the subject, few of whom agree, and none of whose statements are more satisfactory than the romantic stories told by the guide who accompanies you. It is said by some leisurely disposed individual, who has taken the time and pains to count them, that we walk over the heads of some 4000 columns, all beautifully cut and polished, commencing with the triangular, or three-sided, and ending with the nonagon, or nine-sided. Among the

numerous fabulous objects of interest which the guide will point out, notice the Amphitheatre Gateway, Chimney-tops, Pulpit, and Giant's Well, where, if you drink some of the water (especially if you mix it with "mountain dew," sold there by an old man), and at the same time make a wish, it will surely be verified within the year. Notice also the Giant's Grandmother, who was petrified for having three husbands at the same time.

Previous to landing at the Causeway, you will be taken in a boat to see the caves which lie under the rocks along the coast. [Notice the tariff for boats and guides which is hung up at the hotel, and pay accordingly. The boatmen expect a small fee extra, especially should it be a rough day.] The principal cave, and one into which the boat can be safely rowed, is Portcoon. It is about half a mile distant from the Causeway. Into this the sea rushes and recedes with a fearful noise, and the boat is sometimes carried to nearly the top of the cave, which is 45 feet high: its length is 350 feet. The Dunkerry Cave is over 600 feet long, and about 70 feet high above low water. Its entrance resembles a Gothic arch, and the rise and fall of the swell is much greater than in the Portcoon Cave, but much more regular, owing to its greater depth, and to a nervous person the slow and gradual rising to the roof is rather exciting. There are numerous other caves, which will be pointed out to the traveler as he is rowed past. One of the former guides at the Causeway gave the origin of the Causeway in this wise:

"The giant, Fin M'Coil, was the champion of Ireland, and felt very much aggrieved at the insolent boasting of a certain Caledonian giant, who offered to beat all who came before him, and even dared to tell Fin that if it weren't for the wetting of himself, he would swim over and give him a drubbing. Fin at last applied to the king, who, not perhaps daring to question the doings of such a mighty man, gave him leave to construct a causeway right to Scotland, on which the Scot walked over and fought the Irishman. Fin turned out victor; and with an amount of generosity quite becoming his Hibernian descent, kindly allowed his former rival to marry and settle in Ireland, which the Scot was

nothing loth to do, seeing that at that time living in Scotland was none of the best, and every body knows that Ireland was always the richest country in the world. Since the death of the giants, the Causeway, being no longer wanted, has sunk under the sea, only leaving a portion visible here, a little at the island of Rathlin, and the portals of the grand gate on Staffa."

There being no public conveyance from the Causeway, the traveler must take a car to follow the coast road, crossing the promontory to Dunseverick, where stand a few remains of a once powerful castle belonging to the M'Quillans. After passing the village of Ballintry, we reach a singular chasm, sixty feet in width, which separates the island of Carrick-a-Rede from the shore. This is spanned by a rude bridge, formed of two cables, four feet apart, upon which planks are lashed to form a footway: the whole is situated about 100 feet above the level of the sea, and is provided with hand-ropes, by means of which the peasantry cross fearlessly in all weathers, often carrying heavy burdens. A fine cave in the cliff is passed before reaching Kenbane Head, on which stand the remains of a small castle. *Ballycastle*, three miles farther, contains the remains of a stronghold built in 1609 by M'Donnell of Dunluce. From the promontory of Fairhead, beyond Ballycastle, an extensive view may be obtained of the scenery of Murrough Bay, and including Rathlin Island and a part of the coast of Scotland.

Rathlin Island is seldom visited, owing to the difficulty of effecting a landing during westerly gales, which so often prevail in the neighborhood. It possesses, nevertheless, some very interesting remains, among others Bruce's Castle, where Robert Bruce long remained concealed, and where the celebrated episode of the spider and the web took place.

Near *Cushendun*, the next place on our route, the valley of Glendun is spanned by a fine viaduct, beneath which, at a distance of 80 feet, the Arve Dun or Brown River takes its course. The ruins of an ancient fortification are to be seen at Cushendall. Here Ossian, the Gaelic Homer, is supposed to have been born. Farther on we reach *Glengariff*, a small village situated on one end of Red Bay, at the base of a glen bearing the same name. Here

we reach the prettiest part of our route, the scenery of the bay, with its surrounding cliffs, being picturesque in the extreme. At the entrance of one of the glens that break the line of cliffs is the ruin of an ancient church, containing a tombstone, whose inscription marks the spot as the last resting-place of the great Shane O'Neil. Passing Garron Point, where a fine view of the coast of Scotland may be obtained, and the adjoining rock of Drummil, crowned by a fort, we reach Cairnlough, a small village which has lately assumed somewhat the appearance of a watering-place.

Glenarm, reached four miles farther, is the property and place of residence of the Earl of Antrim. It is beautifully situated between two wooded hills on a bay of the same name, and contains something less than 1000 inhabitants. The castle of the M'Donnell family, Earls of Antrim, stands on the opposite side of the river which passes the town: it is a modernized building—something of an architectural curiosity; and the beauty of its situation, as well as the magnificence of its deer-park, will well repay a visit. The road from here to *Larne* runs close to the sea, skirting the Lallagh Brae cliffs, past the ruined castle of the Prince of Breffny.

At *Larne* a considerable trade is carried on in lime, while cotton goods and canvas are manufactured to some extent. Near the town stands the ruins of *Olderfleet Castle*, where Bruce landed in 1315 with 6000 men, bent upon the invasion of Ireland. A Druidical altar and rocking-stone are among the interesting antiquities to be seen near the town. The road now follows along the shore of *Lough Larne*, past the village of *Glynn* and its ancient church, to *Ballycarry* and *Kilroot*. The latter place was once the parish of *Dean Swift*. A short drive from here brings the traveler to *Carrickfergus*, whence he may proceed by rail either to *Belfast* or *Londonderry*. The former is reached in 30 minutes, and the latter in 3 hrs. 30 min.

ROUTES BETWEEN IRELAND AND GREAT BRITAIN. (See p. 207.)

If the traveler is in the south of Ireland, the cheapest route is from *Waterford* to *Lond-n*, by steamer to *New Milford* in 8 h. 30 m.; from *New Milford* to *London*, 8 hours

by rail; whole time, 17 h. 45 m.; fare, first class, £2 6s. (daily service).

Cork to New Milford, Mondays, Wednesdays, and Fridays, about 12 hours. From *New Milford* to *London*, 8 h. 5 m. (daily). Fare, first class, single ticket, £2 8s.

Cork to London, via Bristol, in 27½ hrs.; fare, £2 2s. 6d. Passage, 24 hrs.; rail, 3¼ hrs.

Cork to Glasgow, stopping at *Waterford*; time, 35 hours; fare, 17s. 6d.=£4 37½.

Cork to London (the mail route), via *Dublin* and *Holyhead*, the quickest, most luxurious, and most expensive route; express to *Dublin*, 6 h. 4 m., and 11 hrs. from *Dublin* to *London*—20 h. 20 m.; fare, £3 9s. 6d. Dep. 10.6 P.M.

Dublin to London (mail route), via *Holyhead* and *Chester*; time, 11 h. 5 m.; fare, £3. Passengers leave *Dublin* (*Westland Row*) for the *Packet Pier* at *Kingstown* at 6.45 A.M. and 7.30 P.M. The train runs directly alongside the packets, which are probably the finest employed on any Channel route. These are four in number, named after the four Irish provinces: *Ulster*, *Connaught*, *Leinster*, and *Munster*; they are so wide and spacious, and move so swiftly through the water, that but little motion is felt in ordinary weather. The provisions supplied on board are excellent, and the attendance good. Fare from *Kingstown* to *Holyhead*, 12s.; time, 4¼ h. The railway carriages are here also brought alongside the packet, and transfer effected rapidly (Sleeping-cars, see p. 217).

Dublin to Liverpool, by steamer, four times a week; fare, 13s. 6d.=£3 37½; distance, 138 miles; time—the advertisements say 9 hours, it took the editor 15! This line's steamers leave No. 1 Northwall, *Dublin*, and *Trafalgar Dock*, *Liverpool*.

Dublin to Glasgow, nearly every day; fare, 15s.=£3 7s.; time, 15 hours; distance, 223 miles. These steamers call at *Greenock*.

Dublin to Bristol; fare, £1 4s.=£6; time, 19 hours.

Belfast to Glasgow; fare, 12s. 6d.=£3 12½; time, 8 hours.

Belfast to London, via Fleetwood; fare, £2 5s.; passage, 11 h.; rail, from *Fleetwood*, 6 h. 35 m.; in all, 18¼ hrs. (See *Belfast*.)

Belfast to Liverpool, by boat to *Fleetwood*; rail, 2 h. 35 m.; in all, 14¼ h.; fare, 16s.

Londonderry to Glasgow, four times each week; fare, 12s. 6d.=£3 12½; distance, 161 miles; time, 15 hours.

SCOTLAND.

[CIRCULAR TOURS THROUGH SCOTLAND, 1882.]

CIRCULAR TOURS THROUGH SCOTLAND have been arranged by the *Caledonian Railway*, giving the time occupied and the whole expense, with the privilege of breaking the journey at any place on the route. It will be well if the traveler procure the company's time-table book, issued gratis. We will suppose the tourist's starting-point is Edinburgh. (The time and expense are about the same from Glasgow. Tickets available during season.)

CIRCULAR TOUR No. 1.

Loch Earn, St. Fillans, and Comrie. Time, one day; fare, from Edinburgh and return, 18s. 6d., including coachman's fees. Leave Edinburgh at 6.10 A.M.; railway to Lochearnhead. Leave Lochearnhead by coach at 12.5 P.M.; arrive at Crieff, 4.20 P.M. Leave Crieff by railway at 5.50; arrive at Edinburgh, 9.55 P.M.

Passengers going *via* Callander will obtain a good view of Ben Ledi (2882 feet), the Pass of Leny, Loch Lubnaig, on the opposite shore of which the chapel of St. Bride will be seen (see Sir Walter Scott's "Lady of the Lake"), thence past the Braes of Balquhider, the burial-place of Rob Roy (parties may visit the spot by asking the railway guard to put them down or take them up at King's House Station). At Lochearnhead Station tourists join the coach, and immediately after starting Glen Ogle is seen—a wild and narrow defile; Ben Voirlich (3300 feet), Loch Earn, along the shores of which the coach passes for seven miles; St. Fillans, Comrie, and Crieff. From Crieff, Drummond Castle and its famous gardens may be visited.

CIRCULAR TOUR No. 2.

Loch Earn and Loch Tay. Time, 2 days; fare from Edinburgh and return, £1 14s. 9d., including coachman's fees. Leave Edinburgh at 7.35 A.M.; railway to Crieff, 10 A.M.; coach to Lochearnhead Station, 2.55 P.M. Leave Lochearnhead Station at 3.42 P.M.; arrive at Killin Hotel, 4.45 P.M. Leave Killin Hotel next day at 1 P.M.; by coach to Aberfeldy, 4.45 P.M. Leave Aberfeldy by train at 4.45 P.M., and arrive at Edinburgh, 9.55 P.M.

The following are the places of interest

on this tour: Stirling, Crieff, from which Drummond Castle and its famous gardens may be visited; Comrie, St. Fillans, Loch Earn, along the shore of which the coach runs about seven miles; Ben Voirlich (3300 feet), Glen Ogle, the Kyber Pass of Scotland; Killin, Finlanrig, the mausoleum of the Breadalbane family; Ben Lawers (3984 feet), guides for the ascent may be obtained at Lawers Inn; Loch Tay, along the shore of which the coach travels about sixteen miles; Kenmore, Taymouth Castle, Aberfeldy, Dunkeld, and Perth.

CIRCULAR TOUR No. 3.

Crieff, St. Fillans, Loch Earn, Crianlarich, Loch Lomond, Loch Katrine, and Trosachs. Time, 2 days; fare, from Edinburgh and return, £1 15s. (Coachman's fees on the Trosachs and Inversnaid coaches *not* included.) Leave Edinburgh at 7.35 A.M.; railway to Crieff, 10 A.M.; coach to Lochearnhead Station, 2.55 P.M. Leave Lochearnhead Station, 3.42 P.M.; railway to Crianlarich, 4.29 P.M. Leave Crianlarich next day by coach at 11 A.M.; arrive at Ardlui, 12.30 P.M.; by steamer to Inversnaid, 1.50 P.M.; coach to Stronachlachar, 3.5 P.M.; steamer (Loch Katrine) to Trosachs, 4.25 P.M.; Trosachs to Callander by coach, at 5.30 P.M. Leave Callander by rail at 7.30 P.M., and arrive at Edinburgh at 9.55 P.M.

The following are the places of interest on this tour; Stirling, Crieff, from which Drummond Castle and gardens may be visited; Comrie, St. Fillans, Loch Earn, along which the coach travels seven miles; Ben Voirlich (3300 feet), Glen Ogle, Glen Dochart, and the ruins of Dochart Castle, where Bruce first took refuge after his defeat by McDougal of Lorn; Ben More (3843 feet), guides for the ascent of which may be obtained at the Crianlarich Hotel; Glen Falloch, Loch Lomond, Ben Lomond (3192 feet), Loch Katrine, Ben Venue (2386 feet), Loch Aehray, Brig of Turk, Loch Venacher, Coilantogle Ford, and Callander (see Sir Walter Scott's "Lady of the Lake").

CIRCULAR TOUR No. 4.

Loch Long, Loch Lomond, Crianlarich, and Callander. Time, 1 day; fare, £1 4s. 6d.

[CIRCULAR TOURS THROUGH SCOTLAND.]

Leave Edinburgh at 7.30 A.M.; railway to Greenock, 10.45 A.M.; by steamer to Arrochat (Loch Long), 1.20 P.M.; coach to Tarbet, 1.45; steamer to Ardlui (Loch Lomond), 2.40 P.M.; coach to Crianlarich, 5.05; to Edinburgh by rail, 9.55 P.M.

On this tour travelers will obtain a good view of the Clyde, Loch Long, Loch Lomond, and Ben Lomond, pass through Glen Falloch by coach to Ben More (3843 feet), which may be ascended from Crianlarich Station; Glen Dochart, obtain a glimpse of Loch Lay, pass through Glen Ogle, one of the wildest in Scotland, and from the east end of which a magnificent view of Loch Earn is obtained; the Braes of Balquhiddy, where Rob Roy is buried (parties may visit the spot by arranging with the railway guard to set them down or take them up at King's House Station); Loch Lubnaig, the Pass of Leny, and Ben Ledi. On the opposite shore of Loch Lubnaig, from the railway, the site of the chapel of St. Bride, now a small kirk-yard, may be seen (see the "Lady of the Lake"). Tourists may visit the Trosachs and Loch Katrine by paying the coach and steamboat fares to and from Callander.

CIRCULAR TOUR No. 5.

Stirling, Callander, Tyndrum, Loch Awe, and the Kyles of Bute. Time, 2 days; fare, 37s. 3d. Leave Edinburgh at 6.30 A.M.; railway to Greenock, 9 A.M.; Greenock (Kyles of Bute) to Ardrishaig, 12.40 P.M. Leave Ardrishaig at 1.10 P.M.; by coach to Ford, 3 P.M.; Ford to Cladich, on Loch Awe, by steamer, 5.30 P.M.; coach to Dalmally, 6.40 P.M. Leave Dalmally by coach next morning at 11.50 A.M.; arrive at Tyndrum, 1.45 P.M.; railway to Edinburgh, 6.25 P.M.

The sail on this route by the famous steamer "Colomba" or "Iona" on the Clyde, through the Kyles of Bute and Loch Fyne, is well known; Loch Awe, only recently opened for tourists, with Ben Cruachan at its northern end, is not surpassed for its grandeur in Scotland; Dalmally, with its famous ruin of Kilchurn Castle, will well repay a visit, and tourists may break the journey to Crianlarich to ascend Ben More (3843 feet), guides for which may be obtained at Crianlarich Hotel; Loch Tay, Loch Earn, Loch Lubnaig, the Braes of Balquhiddy (the burial-place of Rob Roy),

and Ben Ledi can all be seen. The Trosachs may be visited by breaking the journey at Callander, but this is not included in the fare for the tour.

CIRCULAR TOUR No. 6.

Loch Goil, Inverary, Dalmally, Tyndrum, Callander, and Stirling. Time, 2 days; fare, 33s. Leave Edinburgh, 7.30 A.M.; railway to Greenock, 10.50 A.M.; steamer to Lochgoilhead, 12.30 A.M.; from Lochgoilhead to St. Catharines by coach, 3 P.M.; St. Catharines by ferry to Inverary, 3.30 P.M. Leave Inverary next morning by coach at 9 A.M.; arrive at Tyndrum at 1.45 P.M. Leave Tyndrum at 2 P.M.; railway to Edinburgh, 6.25 P.M.

Tourists on this route will obtain a good view of the Firth of Clyde, Loch Long, and Loch Goil, and the ruins of Carrick Castle; will pass by coach through "Hell's Glen," and cross Loch Fyne to Inverary, which will well repay a short sojourn, as the neighborhood abounds in beautiful walks and magnificent trees. The Duke of Argyle's grounds are open to the public. The drive by coach between Inverary and Dalmally is one of the grandest in Scotland, and the coach stops a short time near Duncan Ban McIntyre's monument, that passengers may view Loch Awe, with its many islets, Kilchurn Castle, and Ben Cruachan. Between Tyndrum and Callander the objects are noted in Route No. 5.

NOTE.—Parties intending to travel from Inverary to Lochgoilhead (except those arriving from Oban same day at 12 o'clock noon), are required to book their places at the coach office, Inverary, before 10 A.M., whether they hold through tickets or not.

CIRCULAR TOUR No. 7.

Loch Goil, Inverary, Dalmally, Oban, Ballachulish, and Glencoe. Time, 3 days; fare, 59s. 6d. Leave Edinburgh at 7.30 A.M.; railway to Greenock, 10.50 A.M.; steamer to Lochgoilhead, 12.30 P.M. Leave Lochgoilhead by coach to St. Catharines, 3 P.M.; Inverary Ferry, 3.30. Leave Inverary by coach, 4 P.M.; arrive at Dalmally at 6.40 P.M. Leave Dalmally next day at 1.30 P.M. by coach, and arrive at Oban at 5 P.M. Leave Oban next morning at 5 A.M.; steamer to Ballachulish, 7 A.M. Leave Ballachulish at 7.45 A.M.; coach to

[CIRCULAR TOURS THROUGH SCOTLAND.]

Tyndrum, 2 P.M.; railway to Edinburgh, 6.25 P.M.

This tour is the same between Glasgow and Dalmally as Tour No. 6. From Dalmally the coach runs around the base of Ben Cruachan and the head of Loch Awe (another good view of Kilchurn Castle is here obtained: tourists wishing to ascend Ben Cruachan, 3670 feet, may procure a guide for this purpose at Taynult Hotel), and on through the Brander Pass (scene of Sir Walter Scott's "Highland Widow"), and along the shores of Loch Etive to Oban; thence per steamer to Ballachulish, and through Glencoe, famed for its wild grandeur; thence per rail from Tyndrum, between which place and Callander is Loch Dochart, with the ruins of Dochart Castle, where Bruce first took refuge after his defeat by McDougal of Lorn; Loch Tay, Loch Earn, and Loch Lubnaig, on the opposite shore of which is seen the chapel of St. Bride (see the "Lady of the Lake"); Glen Dochart; Glen Ogle, one of the wildest in Scotland; the Braes of Balquhider, where Rob Roy is buried (parties may visit the spot by arranging with the railway guard to set them down or take them up at King's House Station), the Pass of Leny, Ben Doran (3517 feet), Ben More (3843 feet), Stobinian (3821 feet), and Lawers (3984 feet), can all be well seen. Tourists desiring to ascend Ben More may obtain a guide at Crianlarich Hotel, and on the way will pass Coirchaorach, the birthplace of Rob Roy. Ben Lawers may be visited by breaking the journey at Killin, and the Trosachs by breaking the journey at Callander; but the coupons for this tour do not include the necessary fares for these diversions.

Observe "Note" in Route No. 6.

CIRCULAR TOUR No. 8.

Loch Gail, Inverary, Glencoe, Loch Lomond, Trosachs, Callander, and Stirling. Time, 3 days; fare, 35s. (not including coachman's fees on Trosachs and Inversnaid coaches). Leave Edinburgh at 7.30 A.M.; railway to Greenock, 10.50; steamer to Lochgoilhead, 1 P.M.; to St. Catharines, 3 P.M.; ferry to Inverary, 3.30 P.M. Leave Inverary next day at 12.50 P.M.; coach to Tarbet, 4.45 P.M. Leave Tarbet 6.25 P.M. by steamer on Loch Lomond, arrive at Inversnaid at 6.40 P.M. Leave Inversnaid

next day at 10.45 A.M. by coach to Stornachlacher, 11.45 A.M.; steamer on Loch Katrine to Trosachs, 1.15 P.M.; coach to Callander, 3 P.M. Leave Callander at 3.45 P.M.; railway to Edinburgh, 6.25 P.M.

This tour embraces some of the finest scenery in Stirling, Dumbarton, and Argyllshire. Most of the places of interest may be found noted in Tour No. 3.

CIRCULAR TOUR No. 9.

Oban. Time, 2 days; fare, 44s. 3d. Leave Edinburgh at 6.30 A.M.; railway to Greenock, 9 A.M.; steamer by the Kyles of Bute and Crian Canal to Oban, 5 P.M. Leave Oban by coach, 8.10 A.M.; arrive at Tyndrum 1.45 P.M. Leave Tyndrum at 2 P.M.; railway to Edinburgh, 6.25 P.M.

The sail between Glasgow and Oban, which includes the sail between Glasgow and Ardrishaig by the steamer "Colomba" or "Iona," is well known. For particulars, see Route to Oban. From Oban excursions may be made to Staffa, Iona, Dunstaffnage Castle, and Glencoe. Between Oban and Tyndrum passengers are conveyed by coach along the shore of Loch Etive, through the Pass of Awe, or Brander Pass, the scene of Sir Walter Scott's "Highland Widow," along the base of Ben Cruachan (3670 feet)—guides for the ascent may be obtained from the hotel at Taynult; thence along the shores of Loch Awe, obtaining a good view of the ruins of Kilchurn Castle; thence past Dalmally, Glenorchy, and Tyndrum; between Tyndrum and Callander is Loch Dochart, with the ruins of Dochart Castle, where Bruce first took refuge after his defeat by McDougal of Lorn; Loch Tay, Loch Earn, and Loch Lubnaig, on the opposite shore of which is seen the chapel of St. Bride (see the "Lady of the Lake"); Glen Dochart, Glen Ogle, one of the wildest in Scotland, the Braes of Balquhider, where Rob Roy is buried (parties may visit the spot by arranging with the railway guard to set them down or take them up at King's House Station); the Pass of Leny, Ben Doran (3517 feet), More (3843 feet), Stobinian (3821 feet), and Lawers (3941 feet), can all be well seen. Tourists desiring to ascend Ben More may obtain a guide at Crianlarich Hotel, and on the way will pass Coirchaorach, the birthplace of

[CIRCULAR TOURS THROUGH SCOTLAND.]

Rob Roy. Ben Lawers may be visited by breaking the journey at Killin, and the Trosachs by breaking the journey at Callander, but the coupons for this tour do not include the necessary fares for these diversions.

CIRCULAR TOUR No. 10.

Glencoe, Fort William, and Oban. Time, 2 days; fare, 5*l.* 9*d.* Leave Edinburgh at 6.30 A.M.; railway to Greenock, 9 A.M.; steamer "Colomba" or "Iona," *via* Kyles of Bute, Crinan Canal, and Oban, to Fort William, 8 P.M. Leave Fort William next morning at 5.30 A.M.; by coach to Tyndrum, 1.45 P.M. Leave Tyndrum at 2 P.M.; railway to Edinburgh, 6.25 P.M.

This tour embraces most of the scenery described in Tour No. 9; but passengers, instead of traveling by coach between Oban and Tyndrum, proceed to Fort William by steamer, and return to Tyndrum, *via* Glencoe, or *vice versa*. For objects of interest passed during the remainder of the tour, see Route No. 9.

CIRCULAR TOUR No. 11.

Oban, Inverness, and Aberdeen. Time, 4 days; fare, 7*l.* 6*d.* Leave Edinburgh, 8.35 A.M.; railway to Tyndrum, 1.15 P.M.; coach from Tyndrum, 1.30 P.M.; arrive at Oban 7 P.M. Leave Oban next day at 5 P.M. by steamer; arrive at Banavie 8.20 P.M. Leave Banavie at 8 A.M. through the Caledonian Canal to Inverness at 4.45 P.M. Leave Inverness next day by rail, 6.30 A.M.; arrive at Aberdeen 11.50 A.M. Leave at 12.23 P.M. by railway; arrive at Edinburgh 6.25 P.M.

The places of interest on this tour between Callander and Tyndrum and Oban are to be found noted in Tours Nos. 9 and 10; from Oban the route is the "Royal one," per Mr. David MacBrayne's steamers to Inverness, passing through Lochs Lochy, Oich, and Ness.

Ben Nevis (4406 feet), the highest mountain in Scotland, may be visited from Fort William.

Elgin and Forres, with their many interesting antiquities, may be visited on the route from Inverness to Aberdeen.

CIRCULAR TOUR No. 12.

Oban, Inverness, and Dunkeld. Time, 4 days; fare, 7*l.* 4*s.* 6*d.* Leave Edinburgh at

8.35 A.M.; by railway to Tyndrum, 1.30 P.M.; coach from Tyndrum to Oban, 7 P.M. Leave Oban next day by steamer for Banavie at 5 P.M.; arrive at 8.20 P.M. Leave Banavie next day at 8 A.M.; arrive at Inverness 4.45 P.M. Leave Inverness at 10.18 A.M., *via* Dunkeld, Perth, and Stirling; arrive at Edinburgh 6.25 P.M.

The places of interest on this route will be found noted in Tours Nos. 9, 10, and 11, between Glasgow and Inverness, *via* Caledonian Canal; between Inverness and Glasgow, *via* Perth, Forres, Pitlochrie, and Dunkeld, Perth and Stirling may be visited, and the railway passes through the famous Pass of Killiecrankie.

Passengers may break the journey at Oban and visit Staffa and Iona, or at Balachulish and visit Glencoe.

CIRCULAR TOUR No. 13.

Callander, Trosachs, Loch Lomond, Inverary, Loch Awe, Dalnally, Oban, Fort William, Glencoe, and Tyndrum. Time, 4 days; fare, 7*l.* 3*d.* Leave Edinburgh at 6.30 A.M.; railway to Callander, 9.50; coach to Trosachs, 11.20 A.M.; Trosachs to Stronachlachter (on Lake Katrine), 12.15 P.M.; coach to Inversnaid, 1.20 P.M.; Inversnaid to Tarbet (on Loch Lomond), 2 P.M. Leave Tarbet next day by coach at 10.30 A.M.; arrive at Oban 8.30 P.M. Leave Oban next day at 7.45 A.M.; steamer to Ballachulish, 1 P.M.; to Fort William, 2 P.M. Leave Fort William at 5.30 A.M.; coach to Tyndrum, 1.45 P.M. Leave Tyndrum, 2 P.M.; railway to Edinburgh, 6.25 P.M.

ROUTES.

36. *Glasgow and surroundings*, p. 109.
37. *Glasgow to Lanark, Hamilton Palace, Bothwell Castle, and the Falls of the Clyde*, p. 112.
38. *Glasgow to Rothesay, Island of Bute, and Arran, via Dumbarton Castle, Helensburg, Greenock, and Dunoon*, p. 113.
39. *Glasgow to Oban*, through the Crinan Canal, p. 116.
40. *Oban to the Islands of Staffa and Iona*, p. 119.
41. *Oban to Glencoe, and Glasgow, via Tyndrum*, p. 121.
42. *Glasgow to Inverary*, p. 123.
43. *Oban to Inverness, via the Caledonian Canal*, p. 124.

44. *Glasgow to Ayr and Girvan* (the Land of Burns), *via Paisley and Troon*, p. 126.
45. *Inverness to Strone Ferry and Skye*, p. 129.
46. *Inverness to Wick and Thurso*, *via Dingwall and Helmsdale*, p. 129.
47. *Inverness to Perth*, *via Blair-Athol*, Pass of Killiecrankie, and Dunkeld, p. 131.
48. *Perth to Glasgow*, *via Callander, Loch Katrine, Loch Lomond, and Balloch*, p. 133.
49. *Inverness to Perth*, *via Elgin, Macduff, and Aberdeen*, p. 134.
50. *Aberdeen to Braemar and Aviemore or Blair-Athol*, *via Ballater and Balmoral*, p. 136.
51. *Stirling to Perth*, *via Dollar and Kinross*, p. 138.
52. *Stirling to Glasgow*, *via Balfroun and Loch Lomond*, p. 141.
53. *Stirling to Oban*, *via Dunblane, Callander, and Tyndrum* (the Land of Rob Roy), p. 142.
54. *Loch Lomond to Glencoe*, p. 144.
55. *Dunkeld to Crieff*, *via Aberfeldy, Kenmore* (Taymouth Castle, the residence of the Marquis of Breadalbane), Killin, and Lochearnhead, p. 145.
56. *Inverary to Oban*, *by Loch Awe*, p. 47.
57. *Glasgow to the Island of Skye, Gairloch, and Stornoway* (on the Island of Lewis, the capital of the Western Hebrides), p. 148.
58. *Glasgow to Edinburgh*, direct, *via Falkirk and Linlithgow*, p. 149.
59. *Edinburgh and vicinity*, p. 151.
60. *Edinburgh to Berwick*, *via Melrose, Abbotsford, Dryburgh, Hawick, Kelso, and Coldstream*, p. 158.
61. *Edinburgh to Berwick-on-Tweed*, *via Dunbar and North Berwick*, p. 163.
62. *Glasgow to Carlisle*, *via Kilmarnock and Dumfries*, p. 166.
63. *Edinburgh to Carlisle* (direct), *via the Caledonian Railway*, p. 169.
64. *Edinburgh to Melrose*, *via Peebles*, p. 171.
65. *Edinburgh to Carlisle*, *via Melrose, St. Boswells, and Hawick*, p. 172.
66. *Dumfries to Stranraer and Portpatrick*, p. 174.
67. *Edinburgh to Stirling* (by railway), p. 175.
68. *Edinburgh to Dundee and St. Andrews*, *via Dunfermline*, p. 177.
69. *Perth to Montrose*, *via Dundee*, p. 178.
70. *Glasgow or Oban to Portree* (Island of Skye), *Gairloch, Auchnasheen, and Inverness* (a new and magnificent route), p. 180.
71. *Oban to Loch Scavaig and Coolin Hills*, p. 181.

Scotland is the northern division of the island of Great Britain, and was the Caledonia of the Romans, that is, that portion which lies north of the Firths of Forth and Clyde, from which name the inhabitants were called Caledonians, afterward changed to Picts. The surface of Scotland is the most varied and irregular of any country in Europe. The mainland consists of twenty-six thousand one hundred and twenty-one square miles, with nearly five hundred square miles of fresh-water lakes. Added to this, the area of the Shetland Islands, 880 square miles, the Hebrides, 2580, the Orkneys, 440, and the islands in the Firth of Clyde, 165, make a total of 30,686 square miles. About one third of the land is arable, and is divided into Highlands and Lowlands. The former includes the Hebrides, Orkney, and Shetland Islands, with the most northern counties. The Lowlands, although comparatively level, embrace considerable mountainous country, and are only low when compared with the northern portion. The climate of Scotland is very variable by reason of its seaward exposure, but neither its cold nor heat is so intense as in similar latitudes in other countries. The most celebrated of the mountains of Scotland is the chain situated in the Highlands called the Grampian, which commences near Loch Etive in Argyleshire, and terminates near the mouth of the Dee on the eastern coast. The highest mountain is Ben Nevis, separated from the Grampians only by the moor of Rannoch. It is 4406 feet above the level of the sea. The principal rivers are the Forth, Tay, Tweed, Spey, and Clyde. The Tweed, toward its debouche, forms the boundary between England and Scotland. The most celebrated of the Scottish lakes are Lochs Lomond, Etive, Long, Fyne, Awe, Lochy, Eil, Ness, and Katrine, not forgetting the lovely little lake of Oich on the way to Inverness, which for Alpine grandeur and sylvan beauty is unsurpassed in Europe.

The chain of the Grampian Mountains stretches across Scotland in the direction of east and west, the eastern range terminating in a long and narrow plain before it arrives at the North Sea; this plain, which takes a southwest direction, is called Strathmore, has a total length of about eighty miles by

seventeen in breadth, and is the most highly cultivated land in Scotland; it forms the eastern termination of the Highlands, and is rich in crops of barley and other grain.

The islands of Scotland are one of the principal features of the country, occupying as they do nearly a seventh of its territory; they are divided into four groups: the Hebrides, or Western Islands, the Orkney Islands, the Shetland Islands, and the islands of the Firth of Clyde. The *Hebrides* are divided into *Inner* and *Outer* Hebrides. Those adjacent to the mainland, such as Skye, Mull, Islay, and Jura, are designated as the Inner, and those situated to the west of the channel of the Minsh, and which form a continuous group, such as Lewis, Harris, North Uist, South Uist, and Benbecula, are called the Outer. The most westerly, 180 miles from the nearest land, is Rockall, which is uninhabited.

The *Orkney Islands* are divided from the mainland by the Firth of Pentland; they are sixty-seven in number. The principal are Pomona, North and South Ronaldsha, and Hoy; over half of them are uninhabited.

The *Shetland Islands* number over one hundred; the principal are Mainland, Yell, Fetlar, Whalsay, and Unst. About fifty of these are inhabited.

The *Islands in the Firth of Clyde* are Arran (the property of the Duke of Hamilton), Bute, Great and Little Cumbray, and Ailsa.

Scotland is rich in coal and iron; the coal-fields cover a surface of one thousand square miles, and are especially rich in the neighborhood of Glasgow, where iron ship-building is carried on to a great extent, nearly all the ships built for Great Britain being constructed on the Clyde, as well as many for foreign markets. The linen and cotton manufactures of Scotland are also very extensive.

The *population*, according to the census of 1881, was 3,734,370.

HISTORY.

The original inhabitants of Scotland belonged without doubt to the Celtic race. The earliest authentic information given is by Tacitus, who recorded the campaigns of

Agricola, which were commenced A.D. 78. It took two campaigns to subdue that portion of Scotland which lies south of the Firths of Forth and Clyde. In A.D. 80 the same general occupied the third year of his campaign in laying waste the Caledonian territory as far as the River Tay; his fourth summer was occupied in settling the parts overrun.

In the sixth year of Agricola's campaigning he went north of the Forth with the Ninth Legion, which was nearly annihilated by the Caledonians.

In A.D. 84 the whole Roman fleet was sent north to plunder the country, preceded by the army. The Caledonians united under their king, and the terrible battle of "Mons Grampius" was fought; but although the Romans were the victors, their victory gave them no fruits, and they retired to winter-quarters in Perthshire.

The following year the Emperor Domitian recalled Agricola, appointing Trebellius his successor, under whom the Romans lost all they had acquired in Caledonia.

In A.D. 120 the Emperor Hadrian came to Britain, and attempted to regain the lost territory, but was unsuccessful, and ended in building an extensive turf wall from the Solway Firth to the River Tyne, a distance of eighty miles, known as Hadrian's Wall, which became the Caledonian boundary. Twenty years later, A.D. 140, Lollius Urbicus, a general under Antonine, gained some further advantage, and built another wall, called the Wall of Antonine, which extended from the Firth of Forth to the Clyde.

For the next sixty years the greatest of the Roman wars were those carried on against the Caledonians, who would not be subdued, and, according to writers of the times, failed to keep their promises, defending their brethren near the north and south of the Forth, the Roman general having to obtain peace by large sums of money.

In the year A.D. 207 the Emperor Severus entered Caledonia to reduce and conquer it. After a year of harassing warfare, in which over 50,000 Roman soldiers perished, a treaty was entered into with the Caledonians, by which they agreed to yield a part of their territory for the purpose of getting rid of the Romans. The emperor retired from a fruitless effort to

conquer the Caledonians, building his immense wall close to Hadrian's, from the Solway to the Tyne, known as the Wall of Severus, showing by that fact how hopeless he thought the task of conquering the Caledonians; and few people can boast such noble resistance to retain the liberty of their country.

There is no question but that the Picts and Caledonians were the same people.

In A.D. 414 the Romans sent a legion from Gaul to aid the Britons against the Caledonian Picts. Four years later the Romans left South Britain, after an aggression in the land of Gaul which lasted 330 years.

The Irish Scots made the first permanent settlement in Scotland under Fergus McEre in A.D. 506, erroneously stated 503. There was no permanent settlement of the Irish Scots in Caledonia previous to the departure of the Romans in A.D. 410.

For several centuries the Picts and Scots governed Scotland, until they became united, in A.D. 843, under the single head of a Scottish king, Kenneth McAlpin, as Kenneth I. The Scottish prince did not obtain the united crown by right of conquest, as the Pictish nation was the more powerful of the two, but by peaceable succession, as King James I. obtained the throne of England. Kenneth thus became the veritable first king of Scotland. Scotch historians count before this prince sixty-six kings, the first of which was named Fergus, who was supposed to have reigned 350 B.C.; but the existence of these kings is fabulous up to Fergus II., who ascended the throne A.D. 410.

Christianity was introduced about the opening of the fifth century; the preaching of Ninian in A.D. 414 to the Southern Picts is the earliest that can be relied upon. In A.D. 431 Pope Celestine sent Palladius to Ireland as bishop of the Scots believing in Christ. In the eleventh century, under the reign of Malcolm III., who had espoused a Saxon princess, numerous Saxons, flying from the rule of William the Conqueror, sought refuge in Scotland.

In the year 1286, on the death of Alexander III., the ancient line became extinct, and after numerous revolutions, during which Baliol and Bruce fought for the crown, the last finally triumphed in 1307. During the time of these domes-

tic quarrels England attempted several times to unite Scotland to its empire, but the victory of Robert Bruce at Bannockburn constrained her to defer the execution of her projects. James I. undertook to curb the power and pride of his powerful barons, but he was assassinated by them in 1437. James II., his son, undertook with more success the work of his father; but James III., who succeeded him, created a general rising, in which he was vanquished and killed in 1488. James IV. espoused Margaret, daughter of Henry VII. of England, thus acquiring to his descendants the right of pretenders to the throne of England: he was killed in combating the English at the battle of Flodden in 1513. James V. espoused Mary of Guise, and riveted more closely by this marriage the links which bound Scotland to France, for a long time her ally. Under his reign commenced the trouble of the Reform, preached first by Hamilton in 1527, then established under the name of Presbyterianism by John Knox.

In 1542 Mary Stuart, daughter of James, and betrothed to the Dauphin of France, afterward Francis II., succeeded her father. The lively opposition of this queen to the Reformed religion was the germ of grave discontent in the nation, which ripened later into open revolt, and which compelled her to take refuge at the court of Elizabeth, Queen of England, who was her cousin; but she, instead of protecting her, first imprisoned her, and then put her to death. James, her son, succeeded her in Scotland under the title of James VI., who, after the death of Elizabeth, by right of inheritance became King of England, under the title of James I. (1603). Scotland at first preserved its title of kingdom, its parliament, and laws, and it was not until a century later, in 1707, that Queen Anne united the two kingdoms under the title of Great Britain. The tranquillity of Scotland remained undisturbed until 1745, when the Highlanders took up arms in favor of the Pretender, Charles Edward Stuart.

The following is a list of the monarchs of Scotland, from Brudhi McMelchon, A. D. 554, down to the present long and successful reign:

	REIGN BEGAN
	A. D.
Brudhi McMelchon.....	554
Gartney McDonald.....	584

	REIGN BEGAN
	A. D.
Nechtan Hy Firth.....	599
Kenneth McLachitren.....	620
Gartney McFoith.....	631
Brudhi McFoith.....	635
Talorean McFoith.....	641
Talorean McEnfred.....	653
Gartney McDonald.....	657
Drost McDonald.....	663
Brudhi McBili.....	672
Gharan McEnfisedech.....	693
Brudhi McDerili.....	697
Nechtan McDrost.....	resigned 706
Drost.....	expelled 724
Alpin.....	726
Nechtan McDerili.....	728
Angus McFergus.....	729
Brudhi McFergus.....	761
Kenneth McFederach.....	763
Alpin McFederach.....	775
Talorean McAngus.....	778
Drost McTalorgan.....	782
Conal McTaidge.....	expelled 784
Constantine McFergus.....	820
Drost McConstantine.....	836
Eoganan McAngus.....	836
Feredach McBargoit.....	839
Brudhi McBargoit.....	842

UNION OF PICTS AND SCOTS.

Kenneth McAlpin.....	843
Donald McAlpin.....	859
Constantine II.....	863
Aodh McKenneth.....	877
Cyric) jointly.....	878
Eochas)	
Donald II.....	896
Constantine III.....	900
Malcolm I.....	943
Indulf.....	954
Duff.....	962
Colin.....	967
Kenneth II.....	971
Constantine IV.....	995
Kenneth III.....	997
Malcolm II.....	1005
Duncan I.....	1034
Malbeth.....	1040
Malcolm III.....	1058
Duncan II.....	1093
Donald III.....	1094
Edgar.....	1097
Alexander I.....	1107
David I.....	1124
Malcolm IV.....	1153
William the Lion.....	1165
Alexander II.....	1214
Alexander III.....	1249

The last Celtic king: his granddaughter was

Margaret..... 1286

The throne of Scotland was contested by the descendants of the Celtic kings in the female line, and the crown came to the eldest female's heirs.

John Balliol..... 1292

An interregnum of ten years.

Robert Bruce, called Robert I..... 1306

David II., son of the above..... 1329

Robert II., grandson of Robert Bruce. 1370

	REIGN BEGAN	A. D.
Robert III.....	1390	1390
James I.....	1406	1406
James II.....	1436	1436
James III.....	1460	1460
James IV.....	1488	1488
James V.....	1513	1513
Mary, daughter of James V... deposed	1542	1542
James VI., son of Mary.....	1567	1567
“ as James I. of England...	1603	1603

UNION OF ENGLAND AND SCOTLAND.

Charles I.....	1625	1625
An interregnum from.....	1649-1652	1649-1652
Oliver Cromwell.....	1652	1652
Richard Cromwell.....	1658	1658
Charles II.....	1660	1660
James II.....	1685	1685
William and Mary.....	1688	1688
Anne.....	1702	1702
George I.....	1714	1714
George II.....	1727	1727
George III.....	1760	1760
George IV.....	1820	1820
William IV.....	1830	1830
Victoria.....	1837	1837

We wish here strongly to impress upon the minds of our countrymen who are making the tour of Europe by no means to miss Scotland. If your time or means will not allow it, miss Italy, miss Switzerland, miss Germany, the Rhine (how tame compared with the Caledonian Canal route through Loch Eie, Lochy, Oich, and Ness!)—miss any of these, but do not miss making the tour to Inverness, *via* the Firth of Clyde, Kyles of Bute, Loch Fyne, the Crinan Canal, Scarba Sound to Oban; then an excursion to Loch Seavaig, one to Portree, and to the isles of Staffa and Iona, returning to Oban the same day; then *via* Glencoe back to Loch Eie, Fort William, Loch Lochy, and Ness to Inverness, returning by the highland railway (an admirably managed road) by Blair-Athol, through the famous Pass of Killiecrankie, unsurpassed for beauty, Dunkeld, Perth, Lakes Katrine and Lomond, and we venture to affirm that in the ten days which it will take more will be seen to satisfy the traveler, and at less expense, than the same time spent in any other part of Europe. The variations of this route we will point out when we describe it. Travelers from all parts of the world are much indebted to the enterprise and capital of one of a well-known Glasgow firm. Mr. David MacBrayne has opened up the beauties of Scotland's lovely lakes and islands, and a fleet of fast-sailing, elegant steamers be-

longing to this firm will be found at every point along the Scottish coast. A line runs regularly between Glasgow and Oban *via* the Crinan Canal—from Oban to Tobermory, Oban to Staffa and Iona, Oban to Glencoe, Oban to Inverness, Oban to Gairloch, Oban to Loch Seavaig, Oban to Skye, and Oban to Stornoway, in far-off Lewis.

The *Caledonian Railway* issues tickets at a very reduced rate for tours by rail, steamer, and coach, comprehending almost every place of interest either for scenery or historical association throughout Scotland. (See Introduction to Scotland, Circular Tours.)

ROUTE No. 36.

Glasgow and its surroundings.

Glasgow, the commercial capital of Scotland, finely situated on the River Clyde, at the head of navigation, contains 511,532 inhabitants. Hotels, *St. Enoch, Caledonian.*

The chief portion of *Glasgow* lies on the north bank of the Clyde, which is crossed by five fine bridges, and lined with magnificent quays. The navigation of this river, formerly impeded by many obstructions, has of late been so much improved by dredging (steam-vessels being continually kept at work for that purpose) that vessels of one thousand tons' burden can reach the city. To show the great increase of trade, the custom duties levied in 1800 were about four thousand dollars; now they are about four millions—one thousand times increased in seventy-four years! Before our revolution in 1776, tobacco was the great trade, and the wealthy inhab-

itants were styled the "tobacco lords." This business being interrupted on account of the war, the citizens turned their attention to cotton, when soon the "cotton lords" eclipsed the "tobacco lords." At present the iron lords reign supreme, as a trip down the Clyde will rapidly convince every one, hundreds of iron vessels, in all stages of advancement, surrounding you on every hand. In 1830 there were forty thousand tons of iron used in Glasgow; now the amount is probably one million. Glasgow was the cradle of steam navigation, and the first steamer in Europe was launched here in 1812, Henry Bell being the projector. James Watt, a native of Glasgow, in 1763, first applied steam as a motive power, a monument to whom was erected in St. George's Square.

Glasgow is noted for the quantity and purity of its supply of fresh water, brought through tunnels, aqueducts, and reservoirs from the classic Loch Katrine, a distance of thirty-four miles. The supply is equal to twenty-four million gallons daily. A novel institution has lately been established in Glasgow by one of her many public philanthropists with great success, viz., a *Great Western Cooking Dépôt*, the object of which is to provide cheap food for the working-classes. This dépôt, with its numerous branches, supplies good substantial breakfasts for threepence (six cents), and a dinner, consisting of soup, meat, potatoes, and pudding, for fourpence halfpenny, equivalent to nine cents of our money. Here is a city importing food from us, and supplying it to its working-men in good condition, good breakfasts and dinners, for fifteen cents per day! Where are our New York philanthropists? The originator of this institution is Mr. Thomas Corbett, whose name we lend our efforts in handing down to posterity.

The first and most prominent object to be seen in Glasgow is the *Cathedral*, which we think ranks next to Westminster in the kingdom, and is certainly equal to the famed Salisbury Cathedral for purity of style. It is situated in a most picturesque position, partly surmounted by an old church-yard called the *Necropolis*, the finest cemetery in the city, which rises in terraces in the background, and contains some very beautiful monuments, the most conspicuous of which is that erected to the

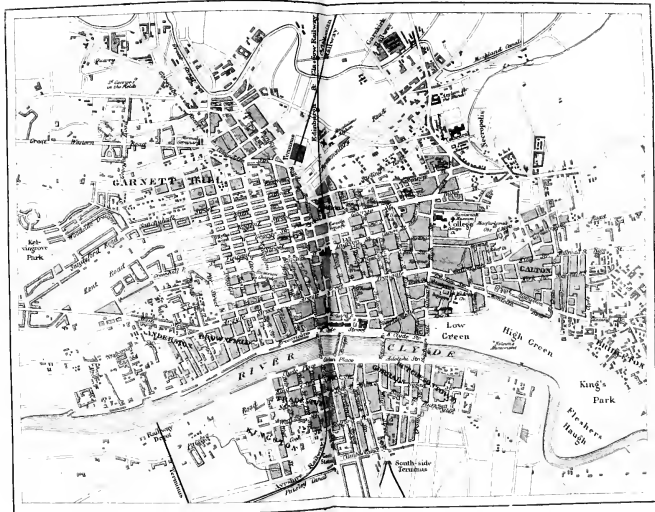
memory of John Knox, the great reformer. It is situated on the highest elevation of the grounds, and the statue of him whom Scotland delights to honor, placed on the top of a fine Doric column, looks down upon the tombs of many of the great who are buried around it. The grounds of the Necropolis, with its gravel-walks, trees, shrubbery, and flowers, have more the appearance of a magnificent garden than that of a resting-place for the dead.

The Cathedral was erected in the 12th century by John Achaius, bishop of Glasgow. It originally consisted of three churches. It is in the form of a Latin cross, of the pure Gothic style. The nave is 156 feet long and 62 wide. The organ-screen is particularly deserving of notice for its beautiful carving.

The choir, the part now used for worship, is 97 feet in length and 60 wide, and the large eastern window contains beautiful specimens of stained glass. The Lady Chapel and Chapter-house, which adjoin the Cathedral, are both deserving of notice. The architectural beauty of the former is most exquisite. Visit the three different crypts under the church, intended as a place of interment for the magnates of the Cathedral, and is worthy—for purity of style, for grace and magnificence—to become the resting-place of emperors. There are numerous other churches in Glasgow, among which are worthy of notice Old College Church, St. John's Parish Church, St. Andrew's Parish Church, St. Andrew's Roman Catholic Cathedral, St. Mary's Episcopal Chapel, Lansdowne Church, etc., etc. *The Anderson University* was founded by Dr. John Anderson in 1795. This is one of the principal educational establishments in the city.

The *Royal Exchange*, situated in the centre of Exchange Square, is perhaps the finest building in Glasgow. It is built in the Corinthian order of architecture, and is surmounted by a noble campanile, whence a beautiful view of the city may be obtained. The principal apartment is the News-room, which is beautifully decorated. This structure cost the city two hundred and fifty thousand dollars, and is one of which every citizen should feel proud. In front of the Exchange stands an equestrian statue of the Duke of Wellington. It is executed in bronze by Marochetti, and

GLASGOW



is one of the finest monumental statues in Glasgow.

The *Royal Bank*, which is situated behind the Exchange, is also a very beautiful building.

The *Mechanics' Institution*. This establishment, as well as the building devoted to its uses, is well deserving of notice. It has an excellent library and a large corps of professors, who lecture to young mechanics on the subjects of chemistry, philosophy, the languages, and all subjects of ordinary education. The other public buildings of Glasgow are numerous, elegant, and substantially built, chief among which are the National Bank, near the Exchange, in Queen's Street, the Athenæum, Union Bank, Trades' Hall, the County Buildings, Hutcheson's Hospital, etc., etc.

The principal picture-gallery in Glasgow is that called the "Corporation Galleries," M'Lellan Buildings, in Sauchiehall Street. It consists of three handsome rooms, and contains copies of many of the most celebrated masters, some few originals of the old masters, and a large number of very indifferent pictures. A large portion, and the better part, was bequeathed to the city by Archibald M'Lellan, who intended it to be the nucleus of a permanent gallery.

St. George's Square, at the terminus of the Edinburgh and Glasgow Railway, is the principal square in the city. In the centre is a very striking monument of Sir Walter Scott. It is composed of a column in the Doric order about eighty feet in height, upon which stands a colossal statue of the great poet, enveloped in a shepherd's plaid. Directly in front of this monument stands a pedestrian statue of Sir John Moore, who was a native of Glasgow. In the southwest angle of the square is Chantrey's bronze figure of James Watt, a native of Glasgow, who in 1763 first applied steam as a motive power; and in the northwest angle a bronze statue of Sir Robert Peel, by Mossman, and one to Lord Clyde, both of whom were natives of Glasgow.

Glasgow is blessed with two fine parks, *West End*, or *Kelvin Grove Park*, and *South Side*, or *Queen's Park*. The former contains forty acres of ground, situated in a most picturesque position. From the high terrace on which are placed the guns taken

at the siege of Sebastopol, a magnificent view of the surrounding country may be obtained.

At the end of the beech avenue may be seen the old Kelvin Grove House, converted in 1871 into a *Museum of Art and Natural History*. The two lower floors are devoted to specimens of Glasgow manufacture. In the up-stairs gallery are ancient Roman coins, glass, and pottery, models of the famous Elgin marbles, a splendid Orrery, showing the movements of the heavenly bodies. During the summer season it is in motion every Saturday at two, four, and six o'clock. The galleries contain numerous fine paintings. The museum well deserves a visit.

In the immediate vicinity of the museum stands the *Stewart Memorial Fountain*, erected to commemorate the introduction of Loch Katrine water into Glasgow. The basin of the fountain is sixty feet in diameter. On the summit of the fountain there is a beautiful figure of "the Lady of the Lake," by Mossman. Two of the bronze faces, or panels, contain allegorical subjects representing the introduction of the water: one contains a medallion portrait of the late Lord Provost Stewart; the other contains the following inscription:

TO COMMEMORATE
THE PUBLIC SERVICES OF
ROBERT STEWART,
of Murdostown,
Lord Provost of the City of Glasgow
From Nov., 1851, till Nov., 1854,
To whose unwearied exertions
The citizens are mainly indebted for the
abundant
WATER SUPPLY FROM LOCH KATRINE.
THIS FOUNTAIN WAS ERRECTED 1852.
James Sellars, Architect.

Near the fountain is a fine bronze group presented to his native city by Mr. John S. Kennedy, of New York. The group consists of a tigress carrying a dead peacock to her lair, where she is receiving an affectionate reception from her young cubs. It was modeled from originals by Rosa Bonheur in the Jardin des Plantes, Paris.

The Kelvin is crossed close at hand by a new wooden bridge, built in 1868. A large part of this side of the river was added to the park in 1872. Parliament gave Glasgow municipal authority over all the grounds of the *New University* here, a beautiful Gothic edifice, 600 feet square, surmounted by a central tower 310 feet

high, and costing \$1,500,000. Carlyle was once Rector here. The library, consisting of 100,000 volumes, is situated on the northern side; also the *Hunterian Museum*, containing a fine collection of anatomical preparations, coins, MSS., and pictures.

Nearly adjoining the park are the *Botanic Gardens*. Their situation on the banks of the Kelvin is most delightful, and their assortment of flowers and plants most extensive. Half a mile to the west of the gardens a splendid structure may be seen standing in the midst of delightful grounds. This is the *Royal Lunatic Asylum*, than which no finer exists in Scotland.

The *Queen's Park*, situated on the south side of the city, is much larger than that of Kelvin, containing one hundred and forty acres. It has been beautifully laid out, according to designs by Sir Joseph Paxton; and from the appearance of the beautiful dwellings which are being erected around it, it will soon rival the more fashionable Kelvin.

The historical associations connected with the spot are highly interesting. Here the important battle of Langside was fought, in which the hopes of Mary Queen of Scots were crushed by the troops of the Regent Murray.

In St. Vincent Place there is an equestrian statue of Queen Victoria by Marchetti, erected to commemorate her visit to Glasgow in 1849.

Many of the streets of Glasgow are filled with elegant shops: the principal are Buchanan Street, Argyle Street, and Sauchiehall Street. The iron princes of Glasgow reside at the West End, where the terraces are lovely and the views charming.

About one fifth of the population reside on the southern side of the Clyde. *Hutchestown*, *Kingstown*, *Lauriston*, etc., possess immense factories, splendid streets, etc., indicative of the enterprise, wealth, and great prosperity of the city.

The *Green Park* extends along the north bank of the river. It is surrounded by a carriage-drive, and the diversified walks are shaded by handsome trees, whence may be seen, in the direction of the southeast, environed by beautiful country-seats, Castle-milk, where Mary Queen of Scots lodged on the night previous to the battle of Lang-

side, where all her hopes were permanently crushed. The "Queen's Seat," on the top of Catlin Hill, may be seen, where it is said the unfortunate Mary witnessed the defeat of her forces.

Trains leave Glasgow daily for Edinburgh, Loch Lomond, Stirling, London, Liverpool, Ayr, Dumfries, Carlisle, Perth, Aberdeen, and Dundee.

Steamers sail daily in summer for Oban, Rothesay, Arran, Inverary, Dublin, Belfast, Londonderry, Staffa and Iona, Bristol, and Swansea. Glasgow to Fort William and Inverness three times each week, and weekly to Stornoway, Arisaig, Inverie, and for New York.

ROUTE No. 37.

Glasgow to Bothwell Castle, Hamilton Palace, Lanark, and the Falls of the Clyde.

This lovely excursion can be made comfortably in one day by taking the Caledonian Railway, getting out at Blantyre Station, crossing the suspension bridge over the Clyde to *Bothwell Castle*, and thence to Bothwell Bridge, through the Duke of Hamilton's grounds to the palace; there cross the Clyde near Motherwell Station, by sail thirteen miles, to Lanark, whence, after visiting the Falls of the Clyde, you may return to Glasgow, a distance of twenty-nine miles, or proceed to Edinburgh, thirty miles distant.

Visitors are generally admitted into Bothwell Castle on Tuesdays and Fridays; but, as the time may be changed, the traveler had better inquire at the hotel. This historical stronghold is now the property of the Countess of Home, to whom it reverted in 1857, on the death of her uncle, Baron Douglas. The modern residence is a short distance from the ruins of the castle. The building is an oblong quadrangle, built in the Norman style of architecture, 234 feet long and 100 wide. The walls are 14 feet thick and 60 high. There

is an immense circular dungeon, called Wallace's Beef-barrel, 25 feet deep by 12 wide. The ruins, which are now covered with ivy and beautiful wall-flowers, was once the residence of the haughty chieftain, Sir Andrew Murray, who was the first to join the hero Wallace, and the last to leave him. After Murray was outlawed, Edward I. bestowed it on the Earl of Pembroke, who commanded the English forces in Scotland. After the expulsion of the English, it was bestowed by Bruce on his brother-in-law Murray, and passed after that time, through various hands, to the Earl of Bothwell, on whose attainder, in the reign of Queen Mary, it reverted to the family of Douglas.

Bothwell Bridge, which you cross to visit Hamilton Palace, was the scene of the famous encounter between the royal army and the Covenanters, in which the latter were signally defeated by the Duke of Monmouth.

Hamilton Palace is situated about two miles distant from Bothwell Bridge, and close by the town of Hamilton, which contains a population of 900 souls.

The palace is a beautiful building, built in the Corinthian style of architecture. The façade is 264 feet long by 60 high, and is in imitation of the Temple of Jupiter Stator at Rome. The interior, which can only be seen on application to the duke, is one of the most beautiful in Europe. The picture-gallery contains many gems; in fact, gems and relics of great value meet your eye in every direction. There are some 2000 pictures, including Reubens's, Leonardo da Vinci's, Titian's, Rembrandt's, Vandyke's, Guido's, Carlo Dolce's, and Correggio's. Among the relics are the ring given by Queen Mary to Lord John Hamilton; also her cabinet and jewel-case; the gun with which Bothwell shot the Regent Murray; the traveling-chest of Napoleon; a magnificent table, made of Sèvres china, presented to the present duchess by the Empress Eugénie, etc., etc.

To the Motherwell Station is two miles, where we take the cars to *Lanark*, which is historically noted as being the place whence Wallace set out on the glorious expedition of freeing his native country: a statue of the hero decorates the entrance to the parish church.

The *Falls of the Clyde* are two miles dis-

tant from Lanark, and are reached by passing through the lovely grounds of Bonnington Linn, owned by Sir Charles Ross. The first fall has a perpendicular descent of about 30 feet; below this fall the current hurries along with fearful rapidity through a chasm not more than 14 feet in width. Half a mile below this is the principal fall, called Corra Linn; here the water makes three distinct leaps, in all about 85 feet. Opposite is a pavilion fitted up with mirrors, which give the falls a very interesting appearance. There are numerous other romantic and historical places of importance in the vicinity, which the local guides will point out—many of them apocryphal, and many of them probably correct.

Another manner of making this excursion is to take the train at the Buchanan Street Station to Lanark, visit the falls in the immediate vicinity, then drive to Hamilton, and return by train from Bothwell to Glasgow.

ROUTE No. 38.

Glasgow to Rothesay and Arran, via Dumbarton Castle, Helensburg, Greenock, and Dunoon.

If it is not the traveler's intention to visit the Castle of Dumbarton on the route to or from Loch Lomond, it would be better perhaps to take the railway from Glasgow, and then the steamer from Dumbarton, as sometimes there is a most disagreeable odor arising from the water. Four or five trains leave daily. There are steamers twice a day from Glasgow or Greenock to Rothesay. Should you not have entered Scotland by the Clyde, by all means take the steamer at Glasgow, as the immense number of iron ships in different stages of construction which one passes between Glasgow and Greenock are well worth seeing. The distance is twenty miles. Passing in succession the Napier Dock, where the Cunard steamers receive their engines; the Thom-

sons' yard, from which Mr. D. MacBrayne's fleet were launched; then Robert Napier & Sons' and other yards, where many of the Inman and other magnificent ships have been built,

Renfrew is reached. This is the capital of the county which gives the Prince of Wales his title of Baron. It is now a place of small importance, containing about 4200 inhabitants. A railway runs from here to Paisley. The banks of the river are built like dikes, to prevent the surrounding country from an overflow, and monster dredging-machines, similar to those used in excavating the Suez Canal, are continually moving about deepening the bed of the river. After passing *Kilpatrick*, where it has been asserted St. Patrick was born, *Bowling* is reached. Here the passengers who wish to visit *Dumbarton Castle* must land. From this prosperous village the *Forth and Clyde Canal* commences, which cuts the isthmus, and connects the Firth of Forth with the Firth of Clyde. It is thirty-eight miles in length, includes thirty-nine locks, and follows the line of the Roman Wall. This wall was rebuilt by Lollus Urbicus, under the Emperor Antonine, by whose name it was called; but it was originally built by Agricola in A.D. 81, and was the most northerly of the four walls erected by the Romans to protect themselves from the incursions of the warlike Picts. It is said that on this wall St. Patrick's father was employed under the Romans. Below *Bowling* is the ivy-covered *Castle of Dunglass*, in front of which stands a small obelisk erected to the memory of Henry Bell, who first introduced steam navigation into Great Britain. His first attempt was the "Comet," a steamer of three-horse power, which was launched in 1812.

Dumbarton Castle is now seen, rising nearly 600 feet above the level of the river—that is, the *mound* on which the castle-buildings are located, for *Dumbarton* is not a castle in the sense in which we generally mean a castle, but a stronghold in the shape of a hill, on the summit of which are located different buildings—barracks, armory, governor's house, etc. The armory contains the two-handed sword of the hero Wallace, and was also at one time the place of his confinement. It was held for Edward I. for four years by Sir John Montteith, the betrayer of Wallace, who was at

that time governor of the castle. Queen Mary was conveyed here from France while yet an infant; Charles I. and Oliver Cromwell have successively occupied it; Queen Victoria visited it in 1847. There is a branch railway from *Dumbarton* to *Helensburg*.

Two miles below *Dumbarton* are the ruins of *Cardross Castle*, where Robert the Bruce died in 1329, and where he spent the last few peaceful days of his existence. A short distance lower down, on the left, may be seen the ruins of *Finlayston House*, a great resort of John Knox, the Reformer.

Port Glasgow, formerly the port of Glasgow, as its name indicates, contains 11,000 inhabitants. It was formerly a place of considerable importance previous to the deepening of the Clyde; now all vessels which do not stop at Greenock ascend direct to Glasgow. Notice on a low neck of land the *Castle of Newark*, the property of the Shaw-Stewart family.

Greenock contains a population of 57,138. Principal hotel, *Tontine*. This is a thriving sea-port; over 100 steamers per day touch at its docks. Ship-building, iron-works, cotton and wool spinning are its principal industries. There is but little here to detain the traveler, although its position is one of surpassing beauty. Its streets are narrow, and not particularly clean. The principal objects of attraction are its Custom-house, Mariners' Asylum, and Watt Monument, erected to commemorate the birthplace of the great engineer. It is a Gothic building, containing a statue by Chantrey, raised by public subscription; also a library presented by his son. The town is well supplied with water from a reservoir about six miles distant. The water is made to drive numerous mills on its way to the city. The citizens are indebted for this, as well as for the *Well Park*, near the station, to the munificence of the Shaw-Stewart family. Mary Campbell, Burns's "Highland Mary," is buried in the churchyard of the old church.

Steamers run from Greenock in every direction. Rail to Glasgow eighteen times each day. Distance twenty-two and a half miles. The watering-places of Gourock, Inverkip, and Wemyss Bay are farther down the river.

Helensburg, a very pleasant and cheerful watering-place, much in favor with the

citizens of Glasgow and Greenock, lies on the opposite side of the river. Hotels, *Imperial* and *Queen's*. Steamers from Greenock in fifteen minutes.

Crossing the Firth of Clyde to the opposite shore, the steamer touches at *Kirn*, a modern place, with small, pretty residences, not unlike Staten Island in appearance. A succession of these villas continues to the very beautiful watering-place of *Dunoon*. *Argyle Hotel* the best. This is really a charming village, of some 5000 inhabitants. The villas are all white, with clean slate roofs, which, with the green foliage with which they are surrounded, present a most charming appearance.

The green mound to the left of the pier is surmounted by the remains of the castle of Dunoon, which family belonged to the high stewards of Scotland. It passed into the family of the Argyles in 1472. It was besieged by the Earl of Lenox, in 1554; was visited by Mary in her progress to the Highlands; and has remained in possession of the Argyle family up to the present day. The Duke of Argyles's residence is quite contiguous. It was the scene of a most perfidious massacre in the 17th century. Thirty-six gentlemen of the clan Lamont were decoyed thither from their castle of Toward, and treacherously put to death.

Notice, as you pass round Toward Point on leaving Dunoon, the beautiful ruins of Toward Castle, an ivy-covered structure of the 15th century; also the beautiful modern mansion of Mr. Finlay, M.P., whose ancestor, between the years of 1818 and 1841, planted on the estate five millions of trees, redeeming from a state of nature nine hundred acres of territory.

Entering the Kyles of Bute, we approach *Rothsay*, the capital of the island of Bute. The island is about fifteen miles long and three wide. The town contains between 7000 and 8000 inhabitants. Principal hotels, *Bute* and *Queen's*, the last outside the town. Near the harbor, and almost surrounded by houses, are the ruins of *Rothsay Castle*, formerly the residence of the kings of Scotland. It is now covered with ivy and surrounded by a moat. It was taken by the English in the reign of John Baliol, but was afterward surrendered to Robert the Bruce. It was taken and fortified by Edward Baliol in 1334. Robert II. built a palace adjoining the castle, and

often resided there. His eldest son, Robert III., was created Duke of Rothesay in a council at Scone, a title which the Prince of Wales still bears, and which was the first introduction of the ducal dignity into Scotland. The Duke of Rothesay also bore the titles of Prince and Steward of Scotland, Earl of Carrick, Lord of the Isles, and Baron Renfrew, all of which the Prince of Wales inherited from Prince David, eldest son of Robert II. of Scotland. The last of these titles, our countrymen will remember, the prince adopted in traveling through our country. The island of Bute, of which Rothesay is the capital, is fifteen miles long in a straight line, and about four broad. The Marquis of Bute is the principal proprietor. The climate is mild and genial, and Rothesay is a favorite watering-place for the citizens of Glasgow.

There are numerous Druidical remains on the island. The principal are at *Sangalchorid*.

The Marquis of Bute's residence, *Mountstuart*, is on the east side of the island, five miles from Rothesay. There are six lakes on the island, the largest of which, *Loch Fad*, is used by a cotton-spinning company. The principal drives across the island are from *Port Bannatyne* to *Etterick Bay*, five miles; to *Loch Fad* and *Kilcattan*, returning along the shore by *Mountstuart*.

Continuing on to the south, the steamer soon stops at the resting-place of

Largs, celebrated for the battle fought here between Haco, King of Norway, and Alexander III., King of Scotland, in 1263. A storm having arisen while Haco was disembarking his troops, he was vigorously attacked by the Scottish forces, and completely routed. By this victory Alexander obtained possession of the Island of Man and the Hebrides, which had been held by the Danes for four hundred years. The principal hotel is the *Brisbane Arms*.

A visit should be made to *Kelburne Castle*, the seat of the Earl of Glasgow, a short distance from Largs.

Crossing the bay to Arran, the steamer stops at *Millport*, situated on the island of Cumbray. Hotels, *Millport* and *Kelburne Arms*. This is a very pretty place, and contains an Episcopal college and handsome chapel. There is a permanent pop-

ulation of about 1400; but during the season it is crowded with the citizens of Glasgow, for whom it is a favorite resort. The island is about three and a half miles long by two wide, and is owned conjointly by the Marquis of Bute and the Earl of Glasgow. The *Garrison* is the principal mansion on the island, and is the property of the Earl of Glasgow.

The Little Cumbray island lies about one and a half miles to the south. It is about one mile in length. It belongs to the Earl of Eglinton, and is kept as a rabbit-warren.

Leaving the two Cumbrays, the steamer crosses the main channel, and lands at *Brodick*, the principal town in the island of Arran. If intending to remain over night, be certain you telegraph in advance for rooms, as during the season the place is so full it is impossible to obtain any accommodation, as there is only one hotel in the place, *The Douglas Arms*.

The island of *Arran* is twenty miles long and twelve broad, of which some sixteen thousand acres are cultivated, and, with the exception of a few acres, is the exclusive property of the Duke of Hamilton, who previous to his marriage rarely visited the island, spending most of his time in Paris, as did the late duke, his father.

The Earldom of Arran was formerly a royal domain, stocked with red deer and other beasts for the chase, and used as a hunting-ground by the kings of Scotland. At the commencement of the 15th century it was conferred on Sir Thomas Boyd as a marriage dowry by James I., when his sister married that favorite. Sir Thomas was soon after disgraced and divorced, when the princess's hand and the earldom were conferred on Lord James Hamilton, in whose family it has remained until the present time. Some writers assert that Lord Hamilton won the princess and the island in a tournament.

Brodick Castle must be familiar to all readers of Sir Walter Scott's "Lord of the Isles." The present castle was reconstructed by the late duke on the model of the ancient fortress, and commands a fine position.

The castle was seized by Edward I., and held by Sir John Hastings, but was soon after captured by Bruce and James, Lord Douglas. It was garrisoned by the troops

of the Protector, who having insulted the people of the island, the latter rose and massacred them.

The principal excursion on the island is the ascent of the Goatfell, which forms the principal feature in the aspect of the island. It is 2877 feet high, and requires about five hours to make the ascent and descent. It is better to take a guide from the hotel.

ROUTE No. 39.

Glasgow to Oban, through the Crinan Canal.

This is one of the most delightful routes in Scotland, and when connected with Route No. 40 to Staffa and Iona, and Route No. 43, Oban to Inverness, it is doubtful if there be a more interesting excursion in the world. Mr. D. MacBrayne, of whose fleet of steamers we have elsewhere spoken, starts his floating palaces, the "Columba" and the "Iona," every morning during the summer season at 7 o'clock. They sail down the Clyde, through the Kyles of Bute, and up Loch Fyne to Ardrishaig, thence through the Crinan Canal to the Jura Sound by barge, and by steamer to Oban.

The different places of importance on the Clyde as far as Rothesay are noticed in Route No. 38.

Time, from Glasgow to Oban, 8 $\frac{3}{4}$ hours; fare 14s. = £3 50. To Inverness: fare, £1 13s. 6d. = £8 37 $\frac{1}{2}$.

To tourists, through and return tickets are issued on board the "Columba" and "Iona" at a fare and a half.

Leaving Rothesay, described in Route No. 38, and passing round the northern point of Bute Island, we encounter most charming scenery on each hand, and every turn our steamer makes discloses new and more exciting beauties. Rounding Ardlamont Point, we enter the lovely Loch of Fyne, stopping at Tarbet to land passengers in Cantyre; also to take the steamer from Islay or the coach to Campbell-

town, for both of which places there is *daily* communication (*via* Tarbet and Loch Fyne) during the year. Overlooking this town is a fine old castle built by Robert the Bruce, and where he resided in 1326. The Loch of Tarbet here almost cuts the peninsula in two. In former times, boats were dragged across the narrow strip of land to avoid the danger of making the circuit of the Mull of Cantyre. Scott, in his "Lord of the Isles," represents Bruce making this passage.

"Ever the breeze blows merrily,
But the galley plows no more the sea,
Lest, rounding wild Cantyre, they meet
The Southern foeman's watchful fleet.
They held unwonted way:
Up Tarbet's western lake they bore,
Then dragged their bark the isthmus o'er,
As far as Kilmacconnel's shore,
Upon the eastern bay."

Loch Fyne, through which we now pass, is noted for its herring fishery. The fish are highly prized, more for their fine flavor than for their size or fatness.

Travelers now land at the village of *Ardrishaig*, which is situated at the south-eastern terminus of the Crinan Canal (hotel, *Royal*), and, walking a few hundred yards, enter an elegant and roomy canal steamer, a splendid barge, which cleaves her way through the limpid element in the midst of most charming and novel scenery. The sensation is delightful and decidedly novel. The canal contains fifteen locks in all, but our barge passes through but nine, the whole distance being nine miles, saving sixty-nine in not having to double the Mull of Cantyre.

Notice, after passing the last lock, and before arriving at the village of *Crinan*, away to the right the beautiful mansion of Poltalloch, which was built by its owner, Mr. Malcolm, at a cost of over \$500,000. The estate extends in some directions nearly forty miles. To the left, after joining the splendid saloon steamer "Chevalier" at Crinan, on the Jura Sound, is *Downie House*, where Thomas Campbell, the poet, lived in his younger days in the capacity of tutor. We now pass through Loch Craigneish, which is studded with beautiful, picturesque, and verdant isles, during which time a very fine dinner is served on board at the remarkably low rate of 2s. 6d. After crossing Jura Sound, to your left may be seen the Strait of Corrivreckan, which sepa-

rates the islands of Jura and Scarba. Here is situated the famous whirlpool spoken of by Campbell, Scott, Leyden, and others.

"As you pass through Jura's Sound,
Bend your course by Scarba's shore;
Shun, oh shun the gulf profound,
Where Corrivreckan's surges roar."

Passing through the Sound of Luing, Benmore, the highest mountain (3170 feet) in Mull, may be seen to our right. After threading our way through numerous islands, such as Seil, Easdale, Shuna, Luing, etc., noted for their fine state, and mostly belonging to the Marquis of Breadalbane, one of the largest land proprietors in Scotland, we enter Kerrera Sound. On the island of the same name, which forms a natural breakwater to the harbor of Oban, may be seen *Gillelan Castle*, once the residence of the Macleans. We now enter the lovely harbor of *Oban*. Best hotel, *Great Western*, than which a finer does not exist in Scotland; the *cuisine* is unexceptionable, and the view from its windows most glorious.

Oban is one of the most healthy and pleasant summer retreats in the Highlands, and during the summer months is filled with travelers coming from Glasgow, from Inverness, and other places, who make this the starting-point for Staffa, Iona, and other excursions. The *Free Church of Oban* is a very pretty building; it was erected at the expense of the Marquis of Breadalbane.

The steamers run to Staffa and Iona daily except Sundays. Be particular and make this excursion the first fine day. Should the day, after arriving, turn out bad, visit instead the castles of Dunolly and Dunstaffnage.

The ruins of *Dunolly Castle* are situated upon a bold and precipitous rock which overhangs Loch Etive, and is about half a mile distant from Oban. Apart from the wildly beautiful appearance of the ruins, the view from their summit is the most glorious on which our gaze ever rested—inlets, bays, lochs, and islands surround you on every side, with every variety of surface, from wildly bleak to softly fair.

Dunolly Castle was in former times the stronghold of the Lords of Lorn, and is now in possession of Admiral McDougal, a lineal descendant of that ancient family, whose modern and modest mansion stands immediately behind the castle.

That part of the castle in the best state of preservation is the donjon, to the top of which you can ascend with the aid of a ladder. (We wonder it is not put in some state of preservation. A very slight expense would not only prevent it from tumbling to pieces, but would admit visitors to the top, from which they are now excluded, we suppose, on account of the danger in reaching it.) But one may rest perfectly satisfied reclining for hours on the mossy surface of the court-yard, seven hundred feet above the level of the sea, and gaze on the enchanting sight around it. In one corner of the court-yard is a cage, where for twenty years a noble eagle was chained. He was a source of particular interest to the family as well as to visitors from abroad. The poet Wordsworth, when he visited Oban in 1831, composed some verses suggested by the appearance of this king of birds. A few years since, some scoundrels who had gained admittance to the ruins set some dogs upon the poor caged prisoner and killed him—not, however, before his assailants had shared a similar fate. Before reaching Dunolly Castle from Oban, notice a huge, isolated mass of stone which rises abruptly from the shore, and has the appearance of an inverted cone. It is known by the name of Clach-a-choin, or Dog-stone. Tradition says it was to this stone that the hero Fingal chained his faithful dog Bran. To open the gate of the castle you must procure the key from the woman who keeps the lodge, to whom you pay a small fee, and return the key.

Returning from Dunolly Castle, unless fond of long walks, the traveler had better take a carriage to make the excursion to *Dunstaffnage*, which is a long three miles. The castle is situated near the foot of Loch Etive, a beautiful position, and commands a magnificent prospect. It was in ancient times the seat of Scottish royalty, and is still a proud and beautiful ruin. It is supposed to have been erected by Celtic chieftains after the expulsion of the Northmen. *Dunstaffnage* is noted, in a historical point of view, for having preserved for a long time the Palladium of Scotland—the celebrated stone of *Dunstaffnage*, on which the early Scottish kings sat when they were crowned. According to tradition, this stone was first brought from

the East, and is said to be the same on which Jacob slept on the plain of Luz. It is asserted by Irish chroniclers that it was first brought from Spain, and placed on the Hill of Tara, where the kings of Ireland were installed; thence it was removed to *Dunstaffnage*, and from *Dunstaffnage* to *Scone* by Kenneth II. The ceremony of installation in Ireland was performed by a Druidical priest, who repeated in ancient Irish-Gaelic a rhyme which has been translated thus:

“Consider, Scot, where'er you find this stone,
If fates fail not, there fixt must be your home.”

This prophecy was supposed to have been fulfilled when James VI. of Scotland succeeded to the throne of England, and was crowned on the old *Dunstaffnage* stone. It is at the present time fixed to the bottom of the coronation-chair at Westminster, and the sovereigns of England are crowned on it at the present day. *Dunstaffnage* was in possession of the Lords of Lorn when it was captured by Robert the Bruce. In the early part of the fifteenth century the castle was granted to an ancestor of the family of Campbells, who hold possession of it to-day.

Steamers leave Oban daily for Glasgow by the Crinan Canal; for Inverness by the Caledonian Canal; for Ballachulish; for Glencoe; also on Tuesday and Friday mornings to the island of Lewis; daily for Staffa and Iona during the season. On Tuesdays, Thursdays, and Saturdays for Portree (island of Skye) and Gairloch. Also every Tuesday morning for Loch Scavaig and Coolin Hills. Coaches leave Oban daily for Inverary by Connel Ferry, Taynuilt, Pass of Awe, and Dalmally. To Loch Lomond through Dalmally, Tyndrum, and Inverarnan. Also to Ardrishaig by Lochs Nell and Feochan.

ROUTE No. 40.

From Oban to the islands of Staffa and Iona. Ordinary time, 12 hours, which includes an hour's stay at Staffa; the same at Iona. Fare, £1 = 5s. The steamer "Pioneer," of Mr. David MacBrayne's line, leaves the dock at Oban each morning at 8 A.M. during the summer season. Should the weather be rough, it is impossible to land at Staffa, and the excursion may be disagreeable; whereas nothing can be more pleasant and delightful than this trip in agreeable weather. Be particular therefore to notice the state of affairs on the morning after your arrival at Oban, and act accordingly; if the time be disagreeable, make the excursions in the vicinity of Oban, but be certain you wait for good weather for Staffa. The course of the steamer round the "dark Mull" and through its "mighty sound" is determined by the direction of the wind. If from the north or northeast, we pass through the Sound of Kerrera, and first visit Iona, then Staffa; if in a contrary direction, we pass through the Sound of Mull, and visit Staffa first. The latter being the ordinary course, although not the one taken by the author, we will describe it in that order.

Notice, on the right, as we leave the harbor, the magnificent position of Dunolly Castle; then, farther up the loch, that of Dunstaffnage. Passing Lismore Island on the right (where the Roman Catholics formerly had a large seminary for training their priests), we near the shore of Mull, at the most prominent point of which stands *Duart Castle*, in ancient times the stronghold of the McLeans, and guarding the Sound of Mull. Here lived the "tyrant of the strait;" and nearly opposite is the *Lady Rock*, where the tyrant McLean placed his wife, the incident upon which Joanna Baillie founded her drama of the *Family Legend*, and the poet Campbell his poem of *Glengara*. Professor Wilson's brother describes the incident in his "Voyage Around the Coast of Scotland and the Isles:"

"Lauchlan Cattanach McLean, of Duart, had married a daughter of Archibald, second Earl of Argyle, with whom it may be presumed he lived on bad terms. Whatever may have been the cause, although the character of the act alluded to depends

in some measure on that cause, no man has a right to expose his wife, in consequence of an ordinary domestic disagreement, upon a wave-washed rock, with the probability of her catching cold in the first place, and the certainty of being drowned in the second; but some accounts say she had twice attempted her husband's life, and so assuredly she deserved to be most severely reprimanded. Be this as it may, Lauchlan carried the lady to the rock in question, where he left her at low water, no doubt desiring that at high water she would be seen no more. However, it so chanced that her cries, 'piercing the night's dull ear,' were heard by some passing fishermen, who, subduing their fear of water-witches, or thinking that they had at last caught a mermaid, secured the fair one, and conveyed her to her own people, to whom, of course, she told her version of the story. We forget what legal steps were taken (a sheriff's warrant passed for little in those days, at least at Mull), but considerable feudal disorders ensued in consequence, and the Laird of Duart was eventually assassinated in bed one night (in Edinburgh) by Sir John Campbell, of Calder, the brother of the bathed lady. We hope this was the means of reconciling all parties."

On our right we pass *Ardtornish Castle*, in a situation most wild and beautiful. It was in former times one of the principal strong-holds of the Lords of the Isles during their highest pitch of independence. It was here that Sir Walter Scott laid the early scenes of the *Lord of the Isles*:

"Beneath the castle's sheltering lee
They staid their course in quiet sea.
Hewn in the rock a passage there
Sought the dark fortress by a stair
So straight, so high, so steep,
With peasant's staff one valiant hand
Might well the dizzy path have mann'd
'Gainst hundreds armed with spear and brand,
And plunged them in the deep."

The steamer now enters the harbor of Tobermory, the principal village in Mull, near which is the ancient castle of *Drumfin*, one of the former possessions of the Lairds of Coll. Seven miles farther we pass, on the left, the Castle of *Mingarry*, which "o'erawed the woodland and the waste," and was formerly a residence of the Mac-Ians, a sept of the Macdonalds, who were descended from the Lords of the Isles.

We are now in sight of the famed Staffa, passing on our left the islands Ulva and Gometra, both of which are skirted with basaltic columns regular as those of Staffa. There is a magnificent cave at Ulva, sixty feet square and thirty in height.

Staffa is situated about eight miles from the western shore of Mull, is about two miles in circumference, and was unknown to the scientific world before the year 1772, when Sir Joseph Banks visited Iceland. There is nothing particular in the appearance of Staffa from the distance, but as we approach the shore its peculiar formation is distinctly visible, and one can plainly see the origin of its name Staffa, which signifies, in the Scandinavian, "Island of Columns." After landing from the steamer in small boats, which in moderate weather is quite practicable, the boatmen being hardy and skillful (it is very seldom that the sea is so smooth as to allow boats to be rowed into Fingal's Cave), we pass over a rugged causeway formed of truncated columns, passing on our left a conical island of basaltic pillars, about thirty feet high, which appear to great advantage in low water: this is called the *Herdsmen*. As we proceed round the projecting part of the cliff (after making the descent of a rugged stairway one hundred feet long), the pillars over which we walk gradually increase in magnitude and proportion; the ends of the columns vary from twelve to thirty-six inches. The way to the interior is most precarious, and many persons dread to make the trial. It is not so difficult as it appears, but you must have considerable pluck to enter into the innermost recesses of the cave; half way may be done with comparative safety. Here you can stand and gaze "with undisturbed reverence on the effect of those proportions, where the almighty hand that made the worlds, the Sovereign Architect, has deigned to work as if with human art."

This most magnificent temple of Nature's architecture is 220 feet long, 66 feet high at mean tide, 42 feet wide at the mouth of the cave, and 22 at the inner extremity. Its sides are columnar, and nearly perpendicular; the countless columns are beautifully jointed and most symmetrical throughout. The ends of the columns, which form the gallery overhead, are beautifully irregular, and tinted by the light

with various hues of green, red, and gold; and then the wild but mellow moan of each successive surge, as it rolls everlastingly over the ends of the lower pillars, can not fail to fill the traveler with admiration and awe at this most wondrous of the works of Nature,

"Where, as to shame the temples deck'd
By skill of earthly architect,
Nature herself, it seems, would raise
A minster to her Maker's praise!
Not for a meaner use ascend
Her columns, or her arches bend;
Nor of a theme less solemn tells
That mighty surge that ebbs and swells,
And still between each awful pause
From the high vault an answer draws,
In varied form prolong'd and high,
That mocks the organ's melody;
Nor doth its entrance front in vain
To old Iona's holy fane,
That Nature's voice might seem to say,
Well hast thou done, frail child of clay!
Thy humble powers that stately shrine
Task'd high and hard—but witness mine."

There are numerous other caves in different parts of the island, the principal of which are Mackinnon's Cave, Boat Cave, Clam-shell Cave, etc., etc.; but the steamer remains merely long enough to visit the principal, which is Fingal's. The popular tradition among the natives is that Fingal (who was the father of Ossian), or Fin M'Coul, the giant, built the cave.

From the mouth of the cave, Iona, or the "Blessed Isle," may be seen at a distance of some seven miles, to which we now proceed. The steamer comes to anchor in front of the village of Iona, which consists of some forty or fifty thatched cottages. The landing is rather difficult, as it is impossible to build permanent wharves, the winter's storms invariably breaking them up. On landing, the traveler is beset with groups of children offering for sale shells and pebbles. This is an old custom, as pilgrims and travelers invariably carry away some relic of the isle, which in former times were considered charms against all manner of diseases. Iona is first known in history as the spot chosen by Columba as his head-quarters for the purpose of converting Northern Britain to Christianity, and here he landed with twelve other saints (having arrived from Ireland in an open boat) in the year 568. Tytler says that by the courage, zeal, and ability of this great and good man, the greater portion of the Pictish dominions was converted to the

Christian faith. He died in the 77th year of his age, "a man not less distinguished by his zeal or activity in the dissemination of the Gospel, than by simplicity of manners, sweetness of temper, and holiness of life." The island became so reputed for its sanctity that it obtained preference in Scotland over all other burial-places. Forty Scottish kings alone were buried at Iona, two Irish kings, one French king, and two Norwegian princes. Here Duncan I. and his murderer, Macbeth, were both interred. Iona was also called Icolmekill; and Shakspeare makes Rosse ask,

"Where is Duncan's body?"

Macduff. Carried to Colme-kill,
The sacred store-house of his predeces-
sors,
And guardian of their bones."

Tradition also stated that Iona's island alone should be saved during the next deluge.

"Seven years before the end of the world
A deluge shall drown the nations.
The sea at one tide shall cover Ireland
And the green-headed Islay, but Columbo's isle
Shall swim above the flood."

The principal ruins now to be seen on the island are: first in importance, the *Cathedral of St. Mary*. Its architecture is of different styles; it is built in the form of a cross; its length is about 160 feet, the transept being about 70; its tower is about 70 feet high, and an air of grandeur pervades the whole ruin. There are numerous tomb-stones inside the walls of great antiquity: here many of the Lords of the Isles were interred. St. Oran's Chapel, another ruin of importance, stands within an inclosure 60 feet long by 22 broad: here may be seen the tomb of Macdonald, Lord of the Isles; also Ronald, Scott's Lord of the Isles:

"The heir of mighty Somerled
Ronald, from many a hero sprung,
The fair, the lofty, and the young,
Lord of the Isles, whose I fly name
A thousand bards have given to fame,
The mate of monarchs, and allied
On equal terms with England's pride."

Near this stands *St. Martin's Cross*, a beautiful specimen of antique carving: this is about the only perfect specimen of the 360 similar crosses that once adorned the island. *Maclean's Cross* is another fine specimen, which the visitor will notice on his way from the Nunnery (the first ruin visited) to the Cathedral. The *Nunnery* is

the most modern of all the ruins, but has no connection with the other monastic institutions of the island; the style of architecture is Norman, and probably dates back to about the middle of the 13th century. The tombstone of the last prioress, the Princess Anna, is still in a fine state of preservation. Boats may be hired in Iona to convey parties to Staffa.

Return to Oban by the southern coast of Mull, the whole length of which contains most interesting sights in the matter of singular rocky formations.

Travelers wishing to make the tour to the island of Skye will find two fine steamers of Mr. David MacBrayne sailing daily for Portree and Stornoway, on the distant island of Lewis; they leave Oban about seven in the morning, and arrive at Portree the same evening, and at Stornoway the following morning.

ROUTE No. 41.

Oban to Glencoe, and Glasgow, via Tyndrum.

This is a trip which may be made in one day from Oban during the summer months. One of Mr. David MacBrayne's steamers leaves Oban daily during the season at 4.50 A.M. for Ballachulish (6.15), which is left at 7.45 for Glencoe by coach (one hour), whence to *Kingshouse* (10.10) and *Tyndrum* (1.30), where the train is taken at 2.2 for *Glasgow* (5.50). From Glencoe passengers can also return to Ballachulish, and return to Oban by steamer at 4.30 (or, go to Inverness *via* Caledonian Canal, Route No. 43). The steamer passes on up Loch Linnhe, one of Scotland's most beautiful lakes, enters Loch Leven, and lands its passengers at Ballachulish, where there is a fine hotel. Here the traveler takes coach for Glencoe, which excels every glen in Scotland in the dreary magnificence of its scenery, and here, it is said, the famed Ossian was born, and lived on the banks of the wild but lovely Cona, which rushes through part of the glen. [Passengers may continue

through this glen by stage to Loch Lomond, returning to Glasgow, by booking their names at Oban; or to Tyndrum from Ballachulish, in 6 hrs. 15 min.: fare, \$4; thence by rail to Glasgow in 4 hrs.; whole fare, \$6 50. Oban to Tyndrum, \$3 50.] Here lies the scene of the infamous massacre of the clan Macdonald by English troops, after the clan had given in its submission before the time allotted, the particulars of which may be read in Scott's "Tales of a Grandfather," or in Macaulay's "History of England." "In the beginning of the year 1692 an action of unexampled barbarity disgraced the government of William in Scotland. In the August preceding a proclamation had been issued, offering an indemnity to such insurgents as should take the oaths of allegiance to the king and queen on or before the last day of December; and the chiefs of such clans as had been in arms for James soon after took advantage of the proclamation. But Macdonald of Glencoe was prevented, by accident rather than design, from tendering his submission within the limited time. In the end of December he went to Colonel Hill, the governor of Fort William, and tendered to him his oath of allegiance. But this officer had no power to receive it. Sympathizing, however, with the distress of the old chieftain, he furnished him with a letter to Sir Colin Campbell, sheriff of Argyleshire, requesting him to receive Macdonald's submission, and administer the oath to him, that he might have the advantage of the indemnity. Macdonald hastened from Fort William to Inverary with such eagerness that, though the road lay within half a mile of his own house, he stepped not aside to visit his family. But the way to Inverary lay through almost impassable mountains, the season was extremely rigorous, and the whole country was covered with snow. In consequence of these obstructions, the ill-fated chief did not reach Inverary till after the prescribed time had elapsed. The sheriff, however, in the circumstances of the case, yielding to the importunities and even tears of Macdonald, administered to him the oath of allegiance, and sent off an express to the Privy Council certifying the fact, and explaining the cause of the delay.

"But Macdonald had unfortunately rendered himself obnoxious to Sir John Dal-

rymple, afterward Earl of Stair, secretary of state for Scotland, and to the powerful Earl of Breadalbane, whose lands the Glencoe men had plundered, and whose plans for the pacification of the Highlands the chieftain had himself thwarted and exposed. He was now made to feel the weight of their vengeance. The Sheriff of Argyre's letter was treacherously kept back, and the certificate of Macdonald's having taken the oath was blotted out from the books of the Privy Council. The king was persuaded that the Macdonalds were the main obstacles to the pacification of the Highlands; and sanguinary orders for proceeding to military execution against the clan were in consequence obtained. The warrant was both signed and countersigned by the king's own hand, and the secretary urged the officers who commanded in the Highlands to execute their orders with the utmost rigor.

"Campbell of Glenlyon, a captain in Argyre's regiment, and two subalterns, were ordered to repair to Glencoe, on the 1st of February, with 120 men. Campbell being uncle to young Macdonald's wife, was received by the chief and his followers with the utmost friendship and hospitality. The men were lodged at free quarters in the houses of the clan, and received the kindest entertainment. Till the 13th of the month the troops lived in the utmost harmony and familiarity with the people, and on the very night of the massacre Glenlyon passed the evening at cards in his own quarters with Macdonald's sons. In the night, Lieutenant Lindsay, with a party of soldiers, called in a friendly manner at the chieftain's house, and was instantly admitted. Macdonald, while in the act of dressing himself, and giving orders for refreshments to be procured for his visitors, was shot dead at his own bedside. His aged wife had already dressed, but she was stripped naked by the soldiers, who tore the rings off her fingers with their teeth. The slaughter now became general, and neither age nor sex was spared. In one place nine persons, as they sat enjoying themselves at table, were butchered by the soldiers. At the hamlet where Glenlyon had his own quarters, nine men, including his landlord, were bound by the soldiers, and then shot one by one. Thirty-eight persons in all were massacred by the troops, and several who fled to the mount-

ains perished by famine and the inclemency of the season. Those who escaped owed their lives to a tempestuous night. Lieutenant-Colonel Hamilton, who had received the charge of the execution from the secretary of state, was on his march with 100 men to guard the eastern passes from the valley of Glencoe, but he was prevented by the severity of the weather from reaching the scene of the massacre till the survivors of the unfortunate clan had made their escape. He entered the valley next day, laid the houses in ashes, and carried away the cattle and spoil, which were divided among the officers and soldiers."

[Travelers not wishing to proceed to Inverness or to return to Oban, can continue by coach to the head of Loch Lomond, or to Tarbet, or take the railway at *Strath* for Stirling, Glasgow, or Edinburgh.] Passengers can return to Ballachulish, whence the steamer leaves for Banavie at 8 A.M., arriving at Fort William at 8.50 and at Banavie at 9.25. *If returning to Oban* the same day, the steamer leaves at 4.30 P.M., arriving at Oban at 6.20 P.M. If proceeding on to Inverness, you spend the night at Ballachulish, and leave there at 8 A.M., arriving at Inverness at 6.20 P.M.

ROUTE No. 42.

Glasgow to Inverary, via Dunoon, Kilmun, Holy Loch, Loch Eck, and Loch Fyne.

Or by steamer from Glasgow or Greenock every morning through the Kyles of Bute, the same route as that taken to Oban as far as West Tarbet, then up Loch Fyne to Inverary: this is the most tedious route, and the least attractive, but there is no change of steamer all the way.

Another route is from Glasgow through Loch Long to Arrochar, a distance of four and a half hours' sail from Glasgow. This place was formerly the seat of the chief of

the Clan Macfarlane. From this point to Inverary, a distance of twenty miles, the scenery is beautiful; six miles is through the desolate glen of Glencroe, passing Loch Restal, and through the lonely valley of Glenkinglas to Cairndow Inn; thence across Loch Fyne by a ferry of six and a half miles, rounding Strome Point, crossing the River Shiray, and arriving at Inverary.

The route *via* Holy Loch and Loch Eck must be made by private carriage from Dunoon—described in Route No. 38—passing *Kilmun*. This place boasts of considerable antiquity. It contains the burial-vault of the Argyle family. Here repose the remains of the Marquis of Argyle who was beheaded in Edinburgh in 1661, and his head stuck up in the Tolbooth, or jail, of that city. The Parish Church is the ruins of the Collegiate Chapel founded in 1442 by Sir Duncan Campbell, ancestor of the present Argyle family. The road passes along the banks of Loch Eck, which is seven and a half miles in length, and arrives at *Strachur*, on the banks of Loch Fyne. A short distance up the lake is *St. Catharine*, where there is a ferry across the loch to Inverary, a distance of two miles. A steamer crosses four times a day. Row-boats cross in half an hour.

Inverary. Hotels, *Argyle Arms* and *George*. Population 1200. This is the county town of Argyleshire, and residence of the Duke of Argyle, who, since the marriage of his eldest son, the Marquis of Lorne, to the daughter of Queen Victoria, is regarded with much more interest by the passing traveler, it being a rare thing among the royal families of Europe for one of them to step outside the regal circle. The family of Argyle is one of the most ancient in the world.

The situation of the town, which consists of one street of whitewashed houses, is delightfully charming, but it owes its importance solely to its herring fishery, and its vicinity to Inverary Castle. The grounds of the castle are open to the public, and a very comfortable hotel is situated close to the lodge. Cunningham's Burns contains the following lines, written on the window of the hotel here. Burns, not being able to procure much attention in the presence of a large party on a visit to the duke, avenged himself as follows:

"Whoe'er he be that sojourns here,
I pity much his case,
Unless he come to wait upon
The lord, their god, his grace.
There's naething here but Highland pride,
And Highland cauld and hunger;
If Providence has sent me here,
'Twas surely in his anger."

The castle is situated about a quarter of a mile above the town, and only dates from 1748. It is constructed of chlorite-slate in the castellated style, two stories in height, with round towers at the angles, and surmounted by a square pavilion. The Great Hall, under the centre tower, is filled with ancient armor, also one hundred muskets which were out in "forty-five," when "Royal Charlie" was up in arms as Pretender. The gallery and drawing-room are decorated with some very good pictures.

A splendid avenue of beech-trees leads from the hotel to the woods behind the town and Glen Essachosan, while two lovely streams, the Shiray and Aray, emerge from their dark woody retreat, and gently flow to swell the waters of Loch Fyne. For miles around the castle the scene is interspersed with stately trees, soft and gentle meadows, and artificial and natural cascades.

An excursion should be made to the top of the hill of Dunaquoich, a picturesque eminence, which may be seen from every point of view, and which forms the buttress of the range of hills between the glens of Aray and Shiray.

Another excursion is usually made to the granite quarries of the duke at Furnace.

During the season coaches leave daily for Oban, passing through the picturesque vale of Glen Aray. There is also a daily coach to Tarbert, on Loch Lomond. A ferry steamer, four times each day for St. Catharine, connecting with coach to Strachur and Dunoon.

ROUTE No. 43.

Oban to Inverness, via the Caledonian Canal (stopping to visit the Pass of Glencoe). Time, 12 hours, if direct.

A steamer leaves Oban every morning at 6.30 during the season, stopping at Ballachulish to land travelers intending to visit Glencoe (Route 41); arriving at Ballachulish at 8 A.M. (where carriages are waiting for the Pass of Glencoe). The traveler not wishing to stop goes on to Banavie, where the steamer arrives about 9.25 A.M., passing Fort William at 8.50 A.M. This fort was originally built by General Monk to overawe the disaffected Highlanders.

Travelers can stop overnight at the Lochiel Arms Hotel, Banavie, a short distance by omnibus from Corpach, and take the saloon steamer next morning at 10 through the Caledonian Canal, which commences here. (Passengers not going to Inverness return at 3.30 P.M. to Oban, arriving at about 6.20 o'clock P.M.). It is from this point, however, that excursions are made to Ben Nevis, which has recently been proved to be the highest mountain in Great Britain (406 feet above the level of the sea). Close to the base of this mountain stands the picturesque and prominent *Castle of Inverlochy*, which is supposed to date back to the time of Edward I. It is in the form of a quadrangle, with four large towers at the corners, each 30 feet high, connected with a wall some 10 feet lower. The southern and western towers are in a good state of preservation, the others are dilapidated. It has been the scene of many bloody engagements. An excursion can be made from Banavie to *Arasaig*, on the western coast, a distance of thirty-six miles, passing along the banks of *Loch Eil* and the head of *Loch Sheil*, where at *Glenfinnan* stands a monument to "Royal Charlie." Here his banner was unfurled in the presence of the clans Cameron and Macdonald, on the 19th of August, 1745. It was from this district he was compelled to retreat in the following year during the month of September. At *Arasaig* there is a good hotel. Excursions should be made to *Castle Tyrim*, a fine old fortress of the fourteenth century. Also to the *Moidart House*, the seat of the Robertson family. The old house was burned down by the troops of

George II., because the Pretender was here lodged for twenty-four days.

The Caledonian Canal was a splendid undertaking, and cost the British government some six million dollars: it connects four different lakes, viz., Loch Lochy, Loch Oich, Loch Ness, and Loch Dochfour; the entire length is 60 miles, 39 of lake and 21 of cutting. Loch Lochy is surrounded by black and lofty mountains; its banks, low to the water, are covered by a fine foliage; but Loch Oich, the middle lake, only $3\frac{1}{2}$ miles long, is a perfect gem—here you have all the majesty of Alpine grandeur with the softest sylvan beauty. On our left we notice *Invergarry Castle* on one of the most prominent headlands. This was the strong-hold of the Macdonalds. As you approach the castle, a small monument may be seen erected near a spring called the “Well of the Seven Heads;” it was erected by the late Colonel Macdonald, of Glengarry, to commemorate an act of revenge perpetrated by one of his ancestors in the 16th century. The history runs thus: Two sons of the family of Keppoch were sent to France to be educated; while there their father died, and the management of their affairs devolved upon seven brothers, their kinsmen. On the return of the brothers, the elder of whom was chief of the clan, they were murdered by their seven cousins. Macdonald’s ancestor executed swift vengeance on the perpetrators of the crime. The monument contains a group of seven sculptured heads, and tells in different languages how swift and deadly was the vengeance:

“As a memorial
of the ample and summary
vengeance
which, in the swift course of
feudal justice,
inflicted by the orders of
the Lord Macdonald and Aross,
overtook the perpetrators of
the foul murder
of
the Keppoch family,
a branch of
the powerful and illustrious
-clan
of which his lordship was
the chief,
this Monument is erected by
Colonel Macdonald, of Glengarry,
XVII. Mac-Mic-Alaister,
his successor and representative,
in the year of our Lord
1512.

The heads of the seven murderers
were presented at the feet of
the noble chief,
in Glengarry Castle,
after having been washed
in this spring:
and ever since that event,
which took place early in
the sixteenth century,
it has been known by
the name of
‘Tobar-nan-ccann,’
or
The Well of the Heads.”

Opinions differ in regard to the justice of this summary act. At the southeast extremity of Loch Ness is situated Fort Augustus, which was erected by the British government for the purpose of keeping the refractory Highlanders in awe. The celebrated Gordon Cumming, the lion-hunter, has here a remarkable museum, collected by himself. The greater portion of the curiosities are the skins, skeletons, and horns of wild animals dispatched by himself; his collection of sticks, canes, etc., is most wonderful. Loch Ness is twenty-four miles in length, and its breadth averages about one and a half miles. The mountains on either side are adorned with every kind of vegetation which tends to beautify a landscape. On your left, as you pass up the loch, notice Glenmoriston, a lovely spot, in the centre of which stands the mansion-house of *Invermoriston*. The scenery in this vicinity is of exquisite beauty. A little farther to the right we arrive at the landing contiguous to the *Falls of Foyers*, considered the most magnificent cataract in Great Britain. The walk, which is only a mile, is very tedious, and we would most decidedly advise, if there be ladies in the party, to take the conveyance that will be found at the landing. (As it is generally filled in about five seconds after the boat touches, the gentlemen of the party had better be in a hurry to secure seats for the ladies.) The height of the fall is about eighty-five feet, and much depends on the season of the year or state of the weather, its beauty being in proportion to the volume of water which rushes over the precipice. The lower and principal fall is best seen from the spot called the “Green Point.”

On our left, at the mouth of Glen Urquhart, stands the venerable ruin of *Urquhart Castle*, which dates back to the 13th century. The castle was built on an isolated

rock, and separated from the hill behind it by a wall twenty-five feet high and sixteen broad; its situation is one of surpassing loveliness. The outlet of the canal is at Muirtown Quay, one mile and a half from Inverness.

We now arrive at *Inverness*, the capital of the Highlands. The principal hotels are the *Caledonian*, *Railway*, and *Union*.

The population of Inverness is about 15,000. There is nothing of importance to be seen in the town, which is of great antiquity. The streets are clean, and the houses are well built. The River Ness, on both sides of which the town is built, is crossed by a fine suspension bridge. *St. Andrew's Cathedral* is a modern Gothic building, the towers not yet finished. There is also an *Academy*, well conducted. On an eminence in the southeastern part of the town stood a castle built by Malcolm, son of the murdered Duncan. He it was who destroyed the castle which formerly stood here, where it is supposed that Macbeth murdered his father. James I. held a Parliament here, at which nearly all the Scottish chiefs gave in their allegiance. The castle was blown up in 1746 by the troops of Prince Charles Stuart. The shipping of Inverness is quite considerable, the tonnage of the port being over ten thousand. One of the principal excursions from the city is to *Craig-Phadric*, a vitrified fort, which lies about a mile to the west. American travelers should endeavor to be at Inverness about the 20th of September, when the meeting of the clans takes place. The Highland games are very interesting, and several days are spent in this amusement. Steamers every day to Oban. Railway daily for Perth: also for Aberdeen, *via* Elgin: to Lewis, *via* Strome Ferry; to Thurso and Wick.

ROUTE No. 44.

Glasgow to Ayr and Girvan (the land of Burns), *via Paisley and Troon*.

This is one of the most important excursions from Glasgow, the birthplace of Scotland's favorite, Robert Burns. The whole can be well done in one day, leaving by the early train in the morning, and returning by the last train at night; but, if not pressed for time, two or three days may well be spent in visiting the different localities. The distance is 40 miles from Glasgow by rail, and there is a very good hotel at Ayr, the *King's Arms*. Four miles from Glasgow we notice the ruins of *Crookston Castle*, situated on an eminence on the banks of the White Hart; it was formerly the property of the Stuarts of Lennox, and was inhabited by Queen Mary when Darnley was paying her his addresses.

Seven miles from Glasgow we pass through the town of *Paisley*, noted for its cotton, silk, plaids, and Canton-crape shawl manufactories. It contains a population of 50,000. The Abbey Church is well worth a visit. A short distance from Paisley, on the left, we pass the celebrated Oak of Elderslie, under which Wailaco hid from the English forces. At Kilwinning Junction, a short distance farther, may be seen the ruins of *Kilwinning Priory*, founded in 1140 by Hugh de Morville. Freemasonry was first introduced into Scotland by the founders and builders of this priory, and it was for many centuries the parent-lodge of that order on the island.

Four miles and a half from Kilwinning the town of *Irvine* is reached. It contains a population of 7000. Hotel, *King's Arms*. This was the birthplace of Montgomery, the poet, and the residence of the Montgomerys, Earls of Eglinton. It was also the temporary residence of Burns, who was here occupied in the flax-dressing business. Robert Bruce here surrendered to the English army under Percy.

Twenty miles from Glasgow we pass *Eglinton Castle*, the seat of the Montgomery family, who came from Normandy with William the Conqueror. One of the family, Sir Hugh Montgomery, took prisoner the famous Hotspur Henry Percy. The family were raised to the peerage in the fifteenth century.

A short distance from Irvine, standing on an elevated position on the left, is the ancient castle of *Dundonald*, which gives the title of earl to the family of Cochrane. It was formerly the property of Robert

II. of Scotland, who died here in 1390. The property, with the exception of the castle, is now in the possession of the Earl of Eglinton: that and five roods of land are still retained by Lord Dundonald.

A short distance from the castle are the remains of an ancient church dedicated to the Virgin, where it is said James IV. uniformly made an offering of fourteen shillings.

Four and a half miles from Irvine is the village of *Troon*. Hotel, *Portland*. Population 2525. This is a thriving sea-port town, being the principal shipping-port of Ayrshire. It is much visited as a watering-place by the citizens of *Kilmarnock*, to which town it is connected by a branch railway.

Passing Fullarton House, the seat of the Duke of Portland, six miles from Troon the handsome town of *Ayr* is reached. Hotel, *King's Arms*.

Ayr is a sea-port town of 18,000 inhabitants. It is divided by the River Ayr into two parts, Wallacetown and Newtown. The river is crossed by the "twa brigs," immortalized by Burns. On the site of the tower where Wallace was confined, a Gothic structure, 115 feet high, was erected in 1835: it is called the "Wallace Tower." In front there is a statue of the hero; at the top are the clock and bells of the old dungeon steeple. Two miles from Ayr is the cottage, divided into two rooms, where the poet Burns was born, Jan. 25th, 1759. About two miles from this we reach

"Alloway's auld haunted kirk,"

which, having become immortalized by Burns in his "Tam O'Shanter," as well as being the burial-place of his father and mother, and in the immediate vicinity of the poet's own monument, has become an object of great interest. The modern monuments in the kirk-yard are now very numerous. A short distance to the west is the well where

"Mungo's mither hanged hersel'."

The monument of Burns was erected in 1820 at a cost of about £17,000. It is surrounded by about an acre of ground, kept in beautiful order by a Mr. Auld, who lives in a pretty cottage between the kirk and "Auld Brig." In a room on the ground floor of the monument are numerous relics of the late poet: one of his portraits, a

snuff-box made from the wood of Alloway Kirk, and the Bible which he gave to his Highland Mary. The monument itself is made in imitation of that of Lyciocrates at Athens. It is about 60 feet high, surrounded by nine Corinthian columns 30 feet high, supporting a cupola which is surmounted by a gilt tripod. The whole structure is of fine white freestone, and presents a very chaste and classical appearance. The celebrated statues of Tam O'Shanter and Sou-tar Johnnie, by Thom of Ayr, are placed in a grotto within the grounds belonging to the monument. The scenery is equal in richness and variety, to any in Scotland: while the interest attached to the banks of the Doon, the spot where Burns composed "Man was made to mourn," the "Braes of Ballochmyle," and the junction of the Ayr with the Lugar, all serve to make this vicinity peculiarly attractive. It is a remarkable circumstance that Burns is the only case on record where the genius of a single man has made the language of his country classical.

A few yards from the "auld haunted kirk" is the "auld brig," which figures so prominently in Tam O'Shanter, and close by a very neat hotel, which is of great service to tourists, and where one would be satisfied to spend weeks. Notice, in the garden between the old and new bridge, the beautiful grotto studded with shells, which serves to heighten the natural beauties of the place.

Eleven miles east of Ayr, on the Dumfries and Glasgow Railroad (see Route No. 62) is the town of *Mauchline*, the scene of the "Holy Fair" and "Jolly Beggars." Posie Nancie's cottage in the town is also pointed out.

From Mauchline to *Montgomery* is three miles. It was here, amid the woods, the property of W. Patterson, Esq., that Burns wrote his exquisite poem:

"Ye banks and braes and streams around
The castle o' Montgomery,
Green be your woods and fair your flowers,
Your waters never drumble!
There simmer first unfauld her robes,
And there the langest tarry:
For there I took the last fareweel
O' my sweet Highlan' Mary."

The present mansion of *Coilsfield* was the "Castle o' Montgomery," at that time the residence of Colonel Hugh Montgomery, since Earl of Eglinton. Here Highland

Mary lived in the capacity of dairymaid, and when Burns wrote the above verses he was engaged to be married to her. Previous to that event taking place, Mary determined to pay a visit to her friends in Argyleshire; and on a bright May Sunday morn, each standing on a different side of a small burn, they bathed their hands in the water, and, holding a Bible between them, swore eternal constancy. They were destined never to meet again. Mary, in returning from the visit to her parents, fell sick and died at Greenock, and was buried in the Old Church grave-yard. This was the purest and most fervent love of Burns's life, and its sequence created an immense impression on his mind, and gave rise to some of the most touching verses he ever wrote. On the anniversary of Mary's death he wrote, at Ellisland, the noblest of all his ballads, "Mary in Heaven:"

"Thou lingering star with lessening ray,
That lov'st to greet the early morn,
Again thou usherest in the day
My Mary from my soul was torn.

"O Mary! dear departed shade!
Where is thy place of blissful rest?
See'st thou thy lover lowly laid?
Hear'st thou the groans that rend his
breast?"

Coilsfield is supposed to derive its name from "Auld King Coil," who was slain in this district by Fergus, one of Scotland's kings.

Space will not permit the mentioning of the hundred spots in this neighborhood which Burns's songs have made immortal. His admirers in the United States are innumerable:

"We come in one tumultuous tide—
One surge of wild emotion—
As crowding through the Firth of Clyde
Rolls in the Western Ocean.

"We love him, not for sweetest song,
Though never tone so tender;
We love him even in his wrong—
His wasteful self-surrender.

"We praise him not for gifts divine—
His muse was born of woman—
His manhood breathes in every line—
Was ever heart more human?"

"We love him, praise him—just for this:
In every form and feature,
Through wealth and want, through woe and
bliss,
He saw his fellow-creature."

A visit should be made to the ruins of *Greenan Castle*, about half an hour from Ayr. Five miles farther, in the direction of Girvan, stand the ruins of *Dunure Castle*, the first family seat of the Kennedys, who were ennobled in 1466, and in 1510 attained the dignity of Earls of Cassilis. *Colzean Castle*, the present mansion of this family, the head of which was created Marquis of Ailsa in 1831, is one of the most imposing structures in Scotland; it is situated on an imposing cliff which overhangs the sea, and presents a magnificent range of castellated masses, covering a large extent, and conveying an idea of strength, dignity, and taste.

Immediately underneath the castle are the Coves of Colzean, according to tradition a favorite haunt of fairies, and mentioned in Burns's "Halloween."

A few miles south of Colzean stands *Turnberry Castle*, formerly a residence of the Earls of Carrick, who stood first in the land before the days of the Kennedys. In 1271 Robert Bruce married the widow of the Earl of Carrick, from which union sprung Robert Bruce, King of Scotland, who was born in this castle. The appearance from the sea of Turnberry Castle is most grand and imposing; it is one of the royal palaces of Scotland. It is now the property of the Marquis of Ailsa.

Girvan Station, the terminus of the railway from Glasgow through Ayr, is a town of 5000 inhabitants. Hotel, *King's Arms*. There is nothing of importance to be seen in the town. Excursions can be made from here to *Ailsa Craig*, a distance of ten miles. This huge rock, which rises out of the sea 1103 feet, is two miles in circumference, and is inhabited by but one human family. The summit is crowned by the ruins of a tower. It is the property of the Marquis of Ailsa, who takes from it his title of British peer.

ROUTE No. 45.

Inverness to Strone Ferry and Skye. By railway to Strone Ferry; thence by steamer to Skye.

Starting from the Central Station at Inverness, and crossing the Ness and locks of the Caledonian Canal, two miles from Inverness Clachnaharry, the "Watchman's Seat," is passed. This is a rough rock where watchmen were kept by the town to report the approach of the marauding clans from the Highlands.

The road proceeds along the edge of Loch Beaulay, passing Bunchrew House, the residence of Duncan Forbes of Culloden in 1745, and crossing Lovat Bridge, whence a fine view may be obtained of Beaufort Castle.

Beaulay, a fine old village, named after the Priory "de bello loco," the ruins of which are still extant, although founded by John Bisset of Lovat in 1230. It was built for the monks of the order Valliscaulium, in Burgundy. At the Reformation it was given by the monks to Lord Lovat, in whose family it still remains. The chapel, which is the only portion extant, is in the early English style—a most classic and simple order.

Dingwall. Hotel, *National*. This is the Scandinavian name, signifying "Law or Court Hill," and is rarely used by the Gaelic population, who call it Inverpofferan. It is composed of one long street, with an old tower, a jail, free kirk, and law courts. Outside the cemetery stands an obelisk, surrounded by iron bands, fifty-six feet high, erected by an Earl of Cromarty over his grave, that his wife might not be able to carry out her affectionate threat of dancing on it! Five miles from Dingwall is *Strathpeffer*, a quiet watering-place. Hotels, *Old Spa* and *Strathpeffer*. The town, which belongs to the Duchess of Sutherland, is situated in a pleasant valley, and the waters contain considerable sulphureted hydrogen gas, also saline ingredients, which give them a high repute. Excursions are often made from this point to Ben Wyvis, 3415 feet high, distance ten miles. To the *Falls of Rogie*, distant about five miles, is a pleasant drive. The fall is formed by the river which issues from Loch Garve.

Quitting the valley of Peffer, and en-

tering into a beautifully wooded district, the property of Sir Robert Mackenzie, the road passes along Loch Garve to *Garve Station*, a small hamlet, thence past Kinloch Luichart, the seat of Lady Ashburton.

Passing *Auchenault* and *Auchnasheen* (from the latter place coaches start daily in summer to Loch Maree and Gairloch), the road continues through fine green pastures and wild heath up to Loch Carron, then to *Jeantown*, where there is a very good hotel, from whence excursions can be made to Shieldaig and Loch Torridon.

The railway now continues along the banks of Loch Carron to *Strone Ferry*. Good hotel.

Steamers daily to *Portree*, the capital of Skye, in three hours. This is the principal place in the *Island of Skye*, although only containing about 600 inhabitants. Hotels, *Portree* and *Royal*. The steamer from Oban to Stornoway touches here twice a week. There are numerous fine excursions on the island. The principal is that to *Dunvegan Castle*, a distance of twenty-two miles. This is the seat of MacLeod of MacLeod, the chief of the clan, for centuries, and said to be the oldest inhabited castle in Scotland. It is built in a most inaccessible position, surrounded by the sea on three sides, and contains numerous relics of the Middle Ages. Sir Walter Scott was a frequent guest, and here composed his "MacCrimmon's Lament."

ROUTE No. 46.

Inverness to Wick and Thurso, via Dingwall and Helmsdale.

For description of route to Dingwall, see Route No. 45. Railway to Wick, 7 hours; fare, £1 3s. = \$5 75. Time to Thurso, 6 hrs. 40 min.; fare, £1 2s. = \$5 50. This railway was finished in 1874. Turning to the north at Dingwall, the road passes along the shore of Cromarty Firth, close to Fowlis Castle, the seat of the Munro family, the head of the clan.

At *Evanton*, situated on the Ugly Burn, which flows out of Loch Glass, there is a most interesting cataract, although mostly invisible, the channel being too small for the quantity of water which passes for nearly two miles of its course, plunging through a fissure in the rock nearly two hundred feet deep, creating the most wild and mysterious subterranean sounds imaginable. At the mouth of the stream is *Balcony House*, built on the foundations of an ancient castle belonging to the Earls of Ross. Eight miles farther *Invergorden* is reached. Hotel, *Commercial*. This is quite a flourishing little sea-port. To the west may be seen the ruins of *Invergorden Castle*, burned down in 1804; to the east, *Turbat House*, the residence of the Marchioness of Stafford.

Tain. Hotels, *Royal* and *Balnogown Arms*. This town, which contains some 2000 inhabitants, is situated on the southern shore of the Dornoch Firth. It is finely built of yellow freestone, and in the centre stands an old tower surmounted by a spire, with small pointed turrets at each angle. It is connected with the court-house. Near to it are the banks, Masonic Lodge, and Poor-house.

A little below the town stands the old chapel of *St. Duthus*, which dates from the commencement of the 13th century. It was to this sanctuary the wife and daughter of Robert Bruce fled from Kildrumme Castle, and here they were delivered up to Edward I. by the Earl of Ross. Here also came James V. on a pilgrimage in 1527, sent out of the way by Cardinal Beaton, that his majesty might be absent at the burning of Patrick Hamilton, abbot of Fearn, one of the first martyrs of the Reformation.

Passing *Bonar Bridge Station*, so called from a fine bridge which here spans a contracted portion of the Dornoch Firth, *Invercarron* is reached. It was here that Montrose met his final defeat in 1650, when at the head of King Charles's troops.

Lairg Station, about a mile and a half from the village, is situated on Loch Shin, a lake noted for its fine trout. The fishing is good here in every direction.

Golspie. Hotel, *Sutherland Arms*. A pleasant village situated at the northern shore of the Dornoch Firth. It consists of one long street. On the southern shore

of the Firth *Skelbo Castle* may be seen. This was the former residence of the Sutherland family. About a mile from the hotel is situated the present magnificent residence of the Duke of Sutherland, *Dunrobin Castle*. The grounds are perfectly charming, and can be seen at all times; the castle only in the absence of the duke's family. The castle was founded by Robert, second Earl of Sutherland, in 1097, whence its name *Dunrobin*; but the additions and restorations since that time have been many, and it is now one of the most commodious palaces in Scotland. The entrance-hall is very beautiful; it is lined with white polished stone, and hung with banners. The state rooms, especially prepared for her Majesty the Queen, which she occupied in 1872, command a beautiful view of the entire Moray Firth.

The Prince and Princess of Wales were guests at *Dunrobin Castle* in 1866.

Passing *Bora*, prettily situated at the mouth of the Bora River (noted for its fine trout-fishing), which has produced considerable coal since 1872, when a shaft was sunk, we arrive at the modern village of *Helmsdale*. Hotel, *Ross's*. This place possesses a first-rate harbor, and is noted for its herring-fishing. On the west side of the river may be seen the ruins of a castle built by a Countess of Sutherland toward the close of the 15th century.

There is a coach road from *Helmsdale* to *Wick* by the coast, passing through the villages of *Berriedale*, *Dunbeath*, and *Latheron*; but since the completion of the railway few pass over the old mail route.

Wick. Hotels, *Caledonian* and *Wellington*. This town, which contains 8200 inhabitants, is the capital of Caithness, and the general rendezvous of the herring-fishers; over one hundred millions of herrings are caught here annually. The town is situated at the head of a small bay, on the north side of the Wick Water. The herring-fishing commences in July and ends in September, and on a fine summer's morning the view from the shore of over one thousand boats like flies upon a polished mirror is quite delightful. The romance of the herring-fishing is much dissipated on an examination of hundreds of gutting-troughs, or small wooden sheds, which surround the harbor. These are filled with women, who, in a singular costume, cover-

ed with blood and scales, gut and clean the fish as fast as they are carried from the boats.

In addition to the trade carried on by coasting smacks, steamers from London, Hull, and Aberdeen touch here regularly.

There are numerous ruins of old castles in the vicinity which may be visited with interest.

Returning to Georgemas Junction, which we passed coming to Wick, we continue on toward the north, and in half an hour arrive at *Thurso*.

[A walking excursion may be made to *Thurso* by *John O'Groat's House*, distance thirty-seven miles; eighteen from *Wick*. Passing through the village of *Reiss*, seven miles and a half, where there is a picturesque castle belonging to the *McLeay* family, and *Freshwick Castle*, the property of the *Mowatts*, thence to *John O'Groat's House* is about one mile and a half. This house, of world-wide reputation as the most northerly habitation in Great Britain, might do very well for a picnic party at the present writing (1875), as it consists solely of some grass-covered mounds; but it is really surprising that some canny Scot never thought of keeping the house up—a Yankee would have made a fortune out of its notoriety, as a house of entertainment during the season. There are numerous answers given to the queries who was *John O'Groat*? and whence the name? Some say he was a poor ferry-man, who for a groat conveyed passengers to the island of *Stroma*, in *Pentland Firth*. The groat was a coin, issued in the time of *Edward III.*, of the value of fourpence, and called groat, or great, because previous to that date the English had no larger silver coin than one penny. Other historians say that *John* was the descendant of a Hollander, *De Groot*, who several centuries since settled in this vicinity, and that yearly he, with eight of his cousins, celebrated the memory of some ancestor, and that on each occasion quarrels arose as to who should take precedence, until finally *John* invented a method of settling the difficulty. He constructed a room with nine sides, each containing a door with a banqueting-table to correspond, that all might enter at the same time, and all preside at the head of the table. It must have been a very extensive and expensive establishment, as

there must have been nine servants, nine soups, nine fishes, etc., etc.]

About one mile and a half to the east is *Duncansby Head*, the most northerly promontory of Scotland. Passing *Barrogill Castle*, one of the seats of the Earl of *Caithness*, and *Scarskerry*, a village owned by the same earl, the population of which are occupied in manufacturing paving stones, we arrive at *Dunnet* village, paved with the *Caithness* flags. Then the village of *Murkle* to

Thurso. *Hotel, Royal*. This town is finely situated on the banks of the *River Thurso*. It contains 2500 inhabitants, who are mostly occupied, like those of *Scarskerry*, in the manufacture of the *Caithness* paving-stones. It boasts of considerable antiquity, and was formerly the principal trading-port between Scotland and the *Scandinavian* kingdom. East of the town stands *Thurso Castle*, the seat of the *Sinclair* family, and in the same direction, nearer the coast, may be seen *Harold's Tower*, erected over his tomb. He was at one time owner of the *Shetland Islands*, *Caithness*, and one half of the *Orkneys*. He was killed in 1190, in combat with his namesake, *Harold the Wicked*.

To the northwest are the ruins of *Scrabstet Castle*, once the residence of the *Bishops of Caithness*.

Inverness to Stornoway. Railway to *Dingwall* (see *Route No. 45*). From *Dingwall* mail-coaches start three times each week to *Ullapool*, passing the *Falls of Strome*. From *Ullapool* to *Stornoway*, steamer four times per week.

ROUTE No. 47.

Inverness to Perth, via Blair-Athol, the Pass of Killiecrankie, and Dunkeld. By railway. Time 9 hrs.; fare, £1 4s. = §6.

About four miles from *Inverness* *Culloden* Station is passed, about one mile from *Culloden Moor*, where, on the 16th of April,

1746, the celebrated battle of Culloden was fought, and the Highland army under Prince Charles Stuart was defeated, and with it the hopes of the house of Stuart. Prince Charles had up to this time been successful in every battle he had fought; but owing to a combination of unfortunate circumstances, the principal of which was the jealousy of the clan Macdonald, who claimed the right from time immemorial to lead the right wing, the Stuarts and Camerons were placed there, the consequence of which was that the Macdonalds left the field without striking a blow, leaving their chief, Macdonald of Keppoch, who had in vain endeavored to make them advance, dead on the field.

About a mile distant from the field of battle stand the stones or cairns of Clava, supposed to be the remains of Celtic Druids; and there can be no doubt that at one time these fields were an immense cemetery.

Six miles farther, and the favorite watering-place of *Nairn* is passed. Hotel, *Marine*. It contains a population of 3800 inhabitants, and is fast improving in beauty. It is considered the boundary-line between the Highlands and the Lowlands.

Forres. Hotel, *Fraser's*. This is not a particularly interesting town. It consists of one long street, and nearly 4000 inhabitants. It is mostly known to travelers by the "*Forres Pillar*," which stands a short distance outside of the town, and is supposed to have been erected to commemorate the expulsion of the Danes during the reign of Malcolm II. It is composed of sandstone, about twenty feet high, and is carved with the figures of warriors and animals.

On the site of an old castle (a fortress of the Earl of Moray) stands an obelisk, erected to the memory of Dr. Thomson, who lost his life by devotion to his patients during the Crimean War. On Clunie Hill, which is laid out in pleasant walks, stands a monument to the memory of Nelson.

Forres is the junction where one line branches off to Perth, and the other to Aberdeen.

Passing *Dava Station*, where there are the remains of a castle supposed to have been built by Edward I., we arrive at *Granttown*. Hotel, *Grant Arms*. A very pretty and romantic little town, the cottages built of granite. This is the seat of

the Grant family, and Castle Grant, with its surroundings of magnificent trees, is worth a visit.

Aviemore Station. This is the point where excursionists who wish to cross the Grampians to Dee, Braemar, and Balmoral turn off. The pass should not be attempted without a guide.

Eleven miles farther, and *Kingussie Station* is reached. This is a village of considerable size and some historical note. It was here that the remnant of Prince Charles's army assembled after its defeat at Culloden, to the number of 8000 men; but the prince, seeing the uselessness of another battle, bade them farewell, and directed them to disperse.

After passing *Blair-Athol*, formerly the residence of the Dukes of Athol, where the traveler is first feasted for some time with beautiful woods, lakes, and cascades, having previously passed a succession of desolated moors, we arrive at the *Pass of Killiecrankie*, celebrated not only for its wild magnificence, but for its historical and military fame. The great battle at the Pass of Killiecrankie was fought, in 1689, between the troops of William III., under General Mackay, and those of James II., under General Claverhouse, when the Highland troops, composed of the clans Macdonald, McLean, and Cameron, were signally victorious. Arriving at *Dunkeld*—principal hotel, *Birnam*, situated close to the station—the detention of a day or two here will well repay the visitor, its scenery being unequalled in Scotland. Near the station we see all that remains of *Birnam Wood*, rendered famous by Shakespeare in his tragedy of *Macbeth*. We should suppose that the wood had to "high Dunsinane come," as but two relics of the ancient forest still remain, an oak and a sycamore, the residue of the wood being of modern growth. The grounds of the Duke of Athol are very extensive and very lovely, the walks being fifty miles and the drives thirty. As it is forbidden to drive over the most interesting portion of the grounds, a carriage should be engaged to meet you after crossing the river, to drive to the Cascade, after to *Rumbling Bridge*, and return by carriage to your hotel. Travelers are conducted through the grounds by a guide, furnished by the duke, who will be found at the lodge. A fee of two shillings and

sixpence is expected for a party of one or three; over that, one shilling each.

It is said that the number of larch-trees alone cover 11,000 acres, and that the late duke planted twenty-seven million, besides three million of other trees. The modern residence commenced by the late duke still remains unfinished. The principal object of interest is the beautiful ruin of the Cathedral, the foundations of which building date back nearly five hundred years. The antique part of the church, which is the only part in use, dates back to the times of St. Columba and St. Cuthbert. It has been the scene of much barbarous strife, and when the prelate Douglas came to take possession of his seat as bishop in 1513, a shower of shot was rained down upon him from its tower. The principal aisle is 122 feet long by 62 wide. Near the Cathedral are planted the first two larches, now so common in Britain; they were brought from Switzerland in 1737.

After a lovely walk along the margin of the majestic Tay, which we cross, we arrive at the *Cascade*, or Fall, a beautifully romantic spot. About forty feet above the fall there is a neat little summer-house, the sides and ceilings of which are lined with mirrors that reflect the falls in a variety of forms. About a mile farther we come to the Rumbling Bridge, which crosses a chasm eighty feet high, through which the Bran rushes with great fury, so much so that at times the bridge is said to *rumble* or shake, which was the origin of its name.

From here the distance is fifteen miles to Perth, a city of 28,250 inhabitants. *George* is the principal hotel. Perth is beautifully situated on the River Tay, and is a place of considerable antiquity, as well as of great historical importance. It was here that the Pretender was proclaimed king in 1745. Here, in 1336, Edward III. of England stabbed his brother, the Duke of Cornwall. Here also the unfortunate James I. of Scotland fell a victim to his liberal opinions. After reading Sir Walter Scott's "Fair Maid of Perth," one will visit this place with renewed interest. On either side of the city are two beautiful meadows, called the North and South Inches. It was on the North Inch that the celebrated combat between the clan Chattan and the clan Quhele, described by Sir Walter in the "Tales of a Grandfa-

ther," took place. On the North Inch a beautiful monument has recently been erected to the late Prince Albert.

A short distance from Perth are two palaces to which more than ordinary interest is attached. *Scone Palace*, the seat of the Earl of Mansfield, built on the site of the ancient palaces of the kings of Scotland, and *Glamis Castle*, the residence of the Earl of Strathmore, and probably the most picturesque of all the Scottish castles still inhabited. According to some authorities, it was here that Macbeth murdered Duncan, and the room is even shown where the event took place. It is very certain that Macbeth lived here and that Duncan was murdered. There is a curious secret chamber in the castle, and, according to tradition, it was the custom of the family that only three persons should know the entrance—the Earl, the heir, and whoever they should take into their confidence. Lady Glamis was executed for witchcraft in 1537, and for conspiring against the life of James V. After her death her innocence became known, and the castle was restored to her son, whose descendant became Earl of Strathmore. Admittance on Fridays.

ROUTE No. 48.

Perth to Glasgow, via Callander, Loch Katrine, Loch Lomond, and Balloch.

Railway from Perth to Callander several times each day in 1 hr. 50 min. From Callander to the Trosachs, 1 hr. 50 min. Steamer of Loch Katrine, 45 min. Coach to Inversnaid, on Loch Lomond, 50 min. Steamer to Balloch, on Loch Lomond, 1 hr. 40 min. Rail to Glasgow in 1 hr. 10 min.—in all, 8 hr. 35 min.

The excursion can be well made from Perth, Stirling, or Edinburgh in one day.

From Perth we take the road to *Callander*, the terminus of the road, a place of remarkable beauty, and of late years of considerable importance as the terminus

of the railway, and the starting-point to Lochs Katrine, Vennachar, and Achray. Coaches start three times each day during the season to Loch Katrine. Steamers in correspondence. Do not stop at Callander. There is a fine hotel on the Lake. To the southwest notice the celebrated Mountain of Ben Lodi, which rises to the height of 2381 feet. A magnificent view is obtained from the bridge which crosses the River Teith within a short distance of your hotel. Coaches leave on the arrival of the train every morning for the Trosachs, a distance of eight and a half miles, passing along the northern border of Loch Vennachar. Two miles from Callander we reach "Coilantogle Ford," rendered historical by Sir Walter Scott. This was the spot to which Roderick Dhu promised to conduct Fitz-James in safety; and, having discharged his obligation of host to that knight, he challenged him to mortal combat:

"And here his course the chieftain stayed,
Threw down his target and his plaid,
And to the Lowland warrior said,
'Bold Saxon, to his promise just,
Vich-Alpine has discharged his trust.
Now man to man, and steel to steel,
A chieftain's vengeance thou shalt feel.
See here, all vantageless I stand,
Armed, like thyself, with single brand;
For this is Coilantogle Ford,
And thou must keep thee with thy sword.'"

It is from the lovely Loch Vennachar that Glasgow is in part supplied with pure water. It is about five miles in length, and contains about 900 square acres of water. Hence to Loch Katrine the glen receives the name of Trosachs, which means bristled territory. This end of Loch Katrine is perhaps one of the most lovely spots in Scotland. Here you take a small steamer, and soon leave the sylvan beauty of the lower end of the lake for the rugged alpine grandeur of the upper. The lake is about nine miles long, and the steamer occupies about one hour in making the passage. Tourists find coaches waiting for them on the arrival of the steamer at Stronachlachar, which convey them over a fine road to Inversnaid, on Loch Lomond. The beauty of this place has been immortalized by Wordsworth in his "Highland Girl:"

"The lake, the bay, the waterfall,
And thee, the spirit of them all."

The praises of the beauty of Loch Lomond are on the lips of every one who has

visited what many think the pearl of all the Scottish lakes, exceeding all the others both in variety, extent, and splendor. At every point of view the landscape is particularly picturesque and beautiful.

The steamers which take passengers from Inversnaid to Balloch, at the foot of the lake, stop at Tarbet. This, perhaps, is the most lovely spot on the entire lake—charming islands, verdant meadows, soft and sylvan beauty on every hand. Passengers are landed here for Arrochar, at the head of Loch Long, which is separated from Loch Lomond by a narrow neck of land, whence they may be conveyed by steamer to Glasgow, or by coach to Inverary *via* Glencoe. Nearly opposite Tarbet is a cliff called Rob Roy's Prison, where that noted chieftain formerly kept his prisoners confined until their ransom was paid. It is said that he let them down from the top of the cliff by a rope, and there kept them until they had made up their minds about their ransom. At the head of the lake stands Balloch Castle, once the stronghold of the Lennox family. The cars start from the town of Balloch for Glasgow on the arrival of the boat.

At Tarbet there is a first-class house, *Tarbet Hotel*, admirably managed by its proprietor, Mr. Macpherson. It has probably the finest situation on the lake, and is most centrally placed for making excursions.

ROUTE No. 49.

Inverness to Perth, via Elgin, Macduff, and Aberdeen. Time, 8 hrs. 45 min.

For description of Nairn and Forres, see Route No. 45.

Thirteen miles from Forres the town of *Elgin* is reached. (There are numerous fine old ruins passed.) *Hotel, Gordon Arms.*

This is the principal town in Morayshire, and contains 7500 inhabitants. It is finely situated on the banks of the Lossie, and contains the ruins of the most stately ecclesiastical edifice in Scotland. The Elgin Cathedral was founded by the Bishop of Moray in 1223. The building is double-towered, and is in most elegant proportions. It was burned down by

MAP OF SCOTLAND

Engineered for
Harper's Hand Book

Routes ———
Roads shown there ———

The numbers attached to the different
 routes correspond with those in the *Hand
 book*. Any *Route* may be found, by reference
 to the numbers in the *Map*.

Scale of English Miles



Drawn per J. Thomson for 2nd Ed. *Scottish Atlas*



Alexander Stewart, natural son of Robert II., called the "Wolf of Badenoch," on the occasion of the Feast of St. Botolph. It was again restored, and in 1538 the central steeple built; but thirty years later the council under the Regent Moray ordered it to be stripped of its leaden roof for the purpose of raising funds to carry on the war, and in 1640 the General Assembly ordered the complete demolition of the interior. The Chapter-house is now the part in the best state of preservation.

There is a monument in the church to the Duke of Albany, beheaded in 1481.

On Lady-hill, a rising ground about a mile west of the town, is a monument to the last Duke of Gordon, who died in 1836. The burial-place of the family is in the south aisle of the old cathedral.

An excursion should be made from Elgin to *Pluscardine Abbey*, a distance of six miles.

Another to *Fochabers*. Hotels, *Richmond* and *Gordon Arms*. This is an appendage to the Castle of Gordon, and is a quiet, pleasant village. At its eastern end there is a fine educational establishment founded by a Mrs. Milne, who made a large fortune in New Orleans. Close to the town is *Gordon Castle*, the princely seat of the Duke of Richmond. The castle is a large building of 540 feet frontage, four stories in height, situated in a fine park of 1300 acres. It was formerly the seat of the Dukes of Gordon, but their title became extinct in 1836, and it is now the property of the Duke of Richmond.

Keith Junction Station. A small town situated on the banks of the Isla. It contains a very pretty Catholic chapel, which holds a painting, used as an altar-piece, representing the incredulity of Thomas. It was presented to the chapel by Charles X., King of France.

A road from Keith connects with the main Caledonian line.

Banff. Hotel, *Fife Arms*. A town of considerable importance, finely situated at the mouth of the River Deveron, containing 7500 inhabitants. It contains several public buildings, and *Banff Castle*, a modern structure, the residence of the Earl of Seafield, built on the site of an ancient castle in which the kings of Scotland resided when visiting the place. In the immediate vicinity, near Macduff, is *Duff House*,

the splendid residence of the Earl of Fife. It contains numerous portraits of members of the family by old masters, such as Vandyke, Velasquez, etc., also by Sir Joshua Reynolds, and others of a more modern school.

The park is fourteen miles in circumference, and with the house can be visited on stated days of the week; these days may be ascertained at the hotel.

On the road to *Portsoy*, about five miles from Banff, is situated the ruins of the *Castle of Boyne*, formerly the seat of the Elphinstones.

Turrif, an antique market-town, contains an old church, once the property of the Knights Templars. It was in this village that the first blood was shed in the civil war of Scotland.

Passing *Auchterless Station*, where may be seen *Tolly Castle*, now a farm-house, formerly the seat of the Barclay family, *Fyrie Station* is reached. Here stands *Fyrie Castle*, situated on the eastern bank of the River Ythans. It is in an excellent state of preservation, and belongs to the family of Gordon of Fyvie. It dates from the 13th century; but was restored by the Earl of Dunfermline about the beginning of the 17th.

Passing *Inveramsay Junction*, the direct route to Keith and Inverness, we arrive at *Aberdeen*, which contains a population of 88,125. Hotels, *Royal*, *Douglas*, *Northern*, and *Imperial*. Its principal manufactures are cotton, flax, wool, and iron. Ship-building is carried on to a considerable extent, and the Aberdeen clippers vie with the Baltimore in their reputation. This is the principal city in the north of Scotland, and ranks next to Edinburgh and Glasgow in general importance. It is finely situated at the mouth of the River Dee, near its confluence with the German Ocean, and is chiefly built of granite, which is the local stone. The harbor not having sufficient capacity for its extensive trade, new and extensive works, including a breakwater, are now in course of erection to obviate that difficulty.

The River Dee is spanned by a fine old bridge, built in the early part of the sixteenth century, which was the scene of many struggles during the civil war in Scotland. Aberdeen was granted a charter by William the Lion as early as 1178,

but previous to that time was a place of considerable importance.

The principal buildings are the town and county buildings, including a Music-hall: they are in the modern Gothic style, and very handsome. The Trades-Hall is also a fine granite building, containing portraits by Jameson.

The East and West Churches are worthy of a visit: between the two there is a tower and transept of an antique church of the 12th century.

At the upper end of Castle Street stands the celebrated *Cross*, a structure erected in the Renaissance style by John Montgomery in 1686: the panels are adorned with medallions of the Scottish monarchs from James I. to James VII., surmounted by a pillar, on which is the royal unicorn rampant, bearing a shield.

Union Street is the principal thoroughfare of the city, and contains nearly all the finest buildings; part of it is carried over a ravine by a splendid bridge of dressed granite. The bridge consists of a single arch of 130 feet span and 44 feet broad. The street is ornamented with a statue of the Prince Consort as a field-marshal. In Market Street are the Post-office, public market, Mechanics' Institute, Agricultural Association, etc. In Castle Street, which is a continuation of Union eastward, is the Town Hall, which dates from 1730, on the east end of which is a square tower surmounted by a spire 120 feet high. At the west end of this street is the *Athenæum*, or public reading-room. Notice a statue of Queen Victoria by Brodie.

About a mile north of the present city stands Old Aberdeen, near the mouth of the Don. It is noted for its old cathedral and college. The first was founded in 1396, and dedicated to St. Machar. It consists of a nave flanked by two towers. The choir seems never to have been finished, and nothing remains of the transepts but the foundation, having been crushed by the fall of the central spire, which had been undermined by Cromwell's soldiers.

A little south of the cathedral stands *King's College*, founded in 1494, in the reign of James III., by the Bishop of Aberdeen. It is now united with Mareschal College, the two forming the University of Aberdeen. The chapel and ancient tower

are nearly all that remain of the original college.

"Balgownie's Brig," immortalized by Byron in his tenth canto of *Don Juan*, stands about a mile from Old Aberdeen. It consists of a single Gothic arch, resting on a rock at each side, and said to have been built by King Robert I. (?) Notwithstanding its age, it has withstood all the modern floods which have swept all other bridges away.

No. 68 Broad Street, in New Aberdeen, is shown where Byron as a boy lived with his mother.

ROUTE No. 50.

Aberdeen to Braemar and Arriemore or Blair-Athol, via Ballater and Balmoral.

The railway is completed as far as Ballater, whence a coach to Braemar in 2 hrs. 30 min.

The line follows the banks of the River Dee, which takes its rise in the Grampian Mountains, and for over eighty miles drains the surrounding moors. Ten miles from Aberdeen, Drum Station is passed, near which stands *Drum Castle*, which dates from the thirteenth century. It is situated on the slope of a hill, and is composed of a massive square tower, the walls of which are twelve feet thick. It has been restored, and is at present occupied by a member of the Irvine family. The Irvines of Drum are of considerable antiquity. Passing *Crathes Station*, from a mass of sloping woodland the fine old castle of Crathes is visible (the seat of Sir James Horne Burnett), we arrive at

Banchory, a picturesque village, situated at the junction of the Feugh with the Dee. Hotel, *Burnett Arms*. Those fond of trout-fishing should make an excursion up the Feugh River, where trout abound.

Four miles farther, and Glassal Station is passed, a little to the north of the Hill of

Fure, where Mary Queen of Scots witnessed the battle of Corrichie in 1562, where Moray and Huntly fought, ending in the defeat of the latter, who was slain, and with whom the power of the house of Gordon departed.

Passing *Torphin's Station*, two miles to the right of which is the village of *Kincardine O'Neil*—hotel, *Gordon Arms*—much frequented in summer by invalids for its fine bracing air, we arrive at *Lumphanan*, close to which are the remains of an ancient fortification, called the "Peel-bog." It is an earthen mound, about one hundred and twenty feet in diameter and fifteen in height, surrounded by a dike, six feet high and ten thick, made to retain the water from the small brook *Lumphanan*. A castle is supposed to have stood on the mound. It is thought by some writers that *Macbeth* made his last stand here, and farther on is *Macbeth's Cairn*, marking the spot where, according to tradition, he was wounded or slain by *Macduff* when fleeing from his castle of *Dunsinane*.

Aboyne. Hotel, *Huntly Arms*. To the right stands the Castle of *Huntly*, or *Aboyne*. It is the seat of the Marquis of *Huntly*. It dates back to the 11th century, but since that date has been several times restored.

There is a handsome suspension bridge which crosses the *Dee* at this spot.

Passing *Dinnet's Station*, on the opposite side of the *Dee* is *Ballatrach*, where *Byron* spent some time when a child. The scenery created a lasting impression on the poet's mind. The cottage where he and his mother lived is still pointed out.

The road now passes an obelisk erected to the memory of *Farquharson* of *Monaltrie*, then the *Pannanich Wells*, a hydro-pathic establishment, and arrives at

Ballater. Hotel, *Invercauld Arms*. This town is finely situated in a most healthy position, in the vicinity of numerous mineral wells, whose traditional virtues are as old as the country, and are much resorted to during the summer. The amusements of the place are numerous, salmon and trout fishing (one must pay a trifle for the privilege) and mountain excursions. The principal are to *Morven* (2880 feet) and *Lochnagar*, to the top of which is distant twelve miles from *Ballater*, and which *Byron* has rendered famous:

"Shades of the dead, have I not heard your voices
Rise on the night-rolling breath of the gale?
Surely the soul of the hero rejoices,
And rides on the wind o'er his own Highland
vale.

Round *Loch na Gar* while the stormy mist
gathers,

Winter presides in his cold icy car:

Clouds there encircle the form of my fathers;
They dwell in the tempests of dark *Loch na
Gar*."

The mountain is 3800 feet above the level of the sea, and if the ascent is made from *Ballater*, a guide should be taken from the hotel. The ascent is generally made, however, from *Braemar*.

Seven miles farther, on the left bank of the *Dee*, *Abergeldie Castle* is passed. This is generally occupied by the Prince of Wales when visiting Scotland.

Next we arrive at *Balmoral Castle*, which is the Scottish summer residence of Queen *Victoria*, and is rich in deer-stalking, grouse-shooting, the best of fishing, and every kind of Highland game. The property, most of which was formerly the possession of the Earl of *Fife*, consists of 40,000 acres; 30,000 is a deer forest. It was purchased by the late Prince *Albert* in 1848, and the present new and beautiful residence was erected near the site of the old castle. Her majesty took up her residence here for the first time in 1849. The interior is not shown, and there is no object in stopping, as there is no public road south of the *Dee* to *Braemar*. There is a private bridge across the river at *Balmoral*.

The ascent of *Benabour* is a favorite excursion of her majesty, from whence there is a delightful view.

Beyond *Crathie* there is a cairn to commemorate the marriage of the Princess *Alice*, and another of the Princess *Royal*. Near the river there is a small mound covered with firs, called *Cairn-na-cuimhne*. In former times it was the habit of the clan *Farquharsons*, on the eve of any warlike expedition, for each man to deposit a stone, and on their return to remove them. The stones which remained exhibited the number of the clan which had been slain. Passengers and horses stop for refreshments at *Inver Inn*.

Crossing the bridge at *Invercauld*, the view from which is very charming, the road winds round the foot of *Craig-Cluny*, a peak of solid granite, covered with pines and overhanging the road. At some dis-

tance up the mountain there are the foundation walls of an old castle called the "Laird of Cluny's Charter Chest," certainly in a most unassailable position. The valley now expands, and *Invercauld House*, with its beautiful domain, comes in sight, passing which we arrive at

Castleton of Braemar. Hotels, *Fisher's Invercauld Arms* and *Fife Arms*. This village, which is a straggling collection of houses and cottages, is situated at the junction of the Cluny and Dee, 1200 feet above the level of the sea, consequently the air is of a pure and bracing quality. The place is almost entirely encircled with mountains, but up to their summits clothed in green. The surrounding country is one vast deer-forest, owned by the Farquharsons of Invercauld, Lord Skene. Her Majesty the Queen, and the Duke of Athol.

The excursions from Braemar are numerous, and the traveler can spend weeks in making them. Braemar Castle can not make much boast as regards its beauty; it was probably built for a barrack to keep the Highlanders in check, and has only been used for that purpose.

Coaches leave Braemar daily for the station at Ballater. Every other day for *Blairgowrie* and *Dunkeld*, and, unless the traveler wish to make a pedestrian tour, he had better take one of the two routes for the purpose of visiting other scenes.

From Braemar to Arriemore, by the Linn of Dee, Wells of Dee, and the Larig Rue Pass. This is a distance of thirty-five miles; and as there are no houses of entertainment on the route, only good walkers should attempt it, carrying their provisions. A guide should also be taken from the hotel.

From Braemar to Blair-Athol—Route 50, A—by Bainoch and Glen Tilt.—This portion of the route is twenty-nine miles long. There being a carriage road of ten miles in length, the other nineteen miles must be made by pony or on foot. This was the route taken by Queen Victoria, and described in her "Journal." The roads then, however, were in a better state than at the present time, many of the bridges having been washed away. Carriages may be ordered from Blair-Athol to meet the traveler at Forest Lodge, but the better way would be to take a pony all the way. Price

of pony \$4, guide \$1 25. The carriage road is good up to the River Geldy, after crossing which the Earl of Fife's residence (Bainoch Lodge) is passed, and the road becomes a bridle-path through Glen Tilt, a steep and narrow pass, as if the rocks had been split asunder to let the small stream (the Tariff) run through it.

Twenty-one miles from Braemar and *Forest Lodge* is reached. This is the principal hunting-lodge of the Duke of Athol. His forest here covers over one hundred thousand acres, and is said to contain fifteen thousand head of red deer. When the Prince and Princess of Wales were here in 1872, three thousand of them were driven together for their examination.

There is a good road from this point to Blair-Athol, passing numerous pretty falls and cascades on the way.

Blair-Athol (see Route No. 47).

Braemar to Blairgowrie.—Route 50, B.—This is the most direct route back to Edinburgh. Coaches run every day to Blairgowrie—distance thirty-five miles—from whence there is a branch railway to the Perth and Montrose line.

Private carriages may be obtained from the hotel proprietors either at Blairgowrie or at Braemar.

The road passes over one of the Grampian ranges, and is a very interesting route, as far as scenery is concerned, but there is nothing special to describe.

ROUTE No. 51.

Stirling to Perth, via Dollar, Castle Campbell, and Kinross.

Stirling is situated thirty-five miles west from Edinburgh. It is a place of great antiquity, and looks much like Edinburgh on a small scale. It contains a fine castle, the former residence of the kings of Scotland, built upon a rocky eminence, the battlements of which command a magnificent prospect. The population of the town is about 13,000. Principal hotels,

Royal and Golden Lion. In point of historical interest the Castle of Stirling is not excelled by any in Great Britain. On account of its inaccessible situation in the centre of the kingdom, it early became a place of great importance, and was for a lengthened period the favorite royal residence. It is of a quadrangular shape, with an open area in the centre. In addition to the other buildings, it includes the old palace built by James V. and the Parliament House. The castle is now used as a barrack for the soldiers. One of the most interesting rooms is that called the Douglas Room, in which William, Earl of Douglas, was assassinated by James II. This haughty noble, having, in conjunction with the Earls of Ross and Crawford, conspired against the king, was invited by that monarch to Stirling, with the king's word of safe-conduct. While in this room, James tried to persuade him to abandon his evil intentions, which Douglas refused to do, when the king, becoming incensed at his stubbornness, stabbed him to the heart; the attendants, entering, threw his body out of the window. In the chapel of the castle Mary was crowned Queen of Scots. Her son, James VI., was also baptized here.

From the heights of Stirling no less than twelve battle-fields are in sight, on one of which Bruce secured the independence of Scotland by the great battle of Bannockburn in 1314. William Wallace also achieved a great victory over the English in 1287. Stirling was the birthplace of James II. and V., and was a favorite residence of James VI., who was crowned in the old church in the town, the famous reformer, John Knox, preaching the coronation sermon. The field of *Bannockburn*, where Robert de Bruce, with 30,000 soldiers, vanquished the English army of 100,000, is one of the "lions" of the vicinity.

The valley between the Grayfriars' Church and the Castle, now used as a cemetery and public garden, was in olden times the tournament ground, and from the "Ladies Rock," where the noble dames of former times witnessed the sports, the best position is now obtained to view the delightful surroundings.

The Grampian Mountains are in full view: conspicuous are the peaks of Ben Lomond, Ben Ledi, and Ben Venue, while

in the foreground are the Bridge of Allan, and the Forth winding its way through fertile meadows, dark woodlands, and stately dwellings.

To the north of the castle is "Heading Hill," the place of public execution, where Duncan, Earl of Lennox, his two sons, and son-in-law, the Duke of Albany, were beheaded in 1424.

Underneath the outer wall of the castle there is a narrow precipitous road, which leads from the town, called "Ballangeich," signifying "windy pass." It was by this name that James V. was known in the locality when making his nocturnal visits for business or for pleasure.

"An adventure, which had nearly cost James his life, is said to have taken place at the village of Cramond, near Edinburgh, where he had rendered his addresses acceptable to a pretty girl of the lower rank. Four or five persons, whether relations or lovers of his mistress is uncertain, beset the disguised monarch as he returned from his rendezvous. Naturally gallant, and an admirable master of his weapon, the king took post on the high and narrow bridge over the Almond River, and defended himself bravely with his sword. A peasant, who was thrashing in a neighboring barn, came out upon the noise, and, whether moved by compassion or by natural gallantry, took the weaker side, and laid about with his flail so effectually as to disperse the assailants, well thrashed, even according to the letter. He then conducted the king into his barn, where his guest requested a basin and towel, to remove the stains of the broil. This being procured with difficulty, James employed himself in learning what was the summit of his deliverer's earthly wishes, and found that they were bounded by the desire of possessing, in property, the farm of Braehead, upon which he labored as a bondsman. The lands chanced to belong to the Crown, and James directed him to come to the Palace of Holyrood, and inquire for the Gudeman (*i. e.* farmer) of Ballangeich, a name by which he was known in his excursions, and which answered to *Il Bondocani* of Haroun Alraschid. He presented himself accordingly, and found with due astonishment that he had saved his monarch's life, and that he was to be gratified with a crown charter of the lands of

Braehead, under the service of presenting an ewer, basin, and towel for the king to wash his hands when he shall happen to pass the bridge of Cramond. In 1822, when George IV. came to Scotland, the descendant of this John Howison of Braehead, who still possesses the estate which was given to his ancestor, appeared at a solemn festival, and offered his majesty water from a silver ewer." A statue of Robert Bruce, by A. Currie, was erected on the esplanade in front of the castle in 1877.

Leaving Stirling, we pass the town of *Alva*, containing 4300 inhabitants, noted for its tartan manufactories. Notice on an eminence to the east of the town *Alva House*, the residence of Mr. Johnstone. The mansion dates from the reign of Charles II., and the grounds are very beautiful. Passing Tillicoultry, beautifully situated on the Devon River, also devoted to the manufactory of tartans, we arrive at

Dollar. Hotel, *Castle Campbell*. A very pretty village, whence excursions are made to *Castle Campbell*, one mile distant. This romantic ruin is situated on the top of a high and almost inaccessible rock, the base of which is surrounded by dark foliage and two rushing streams, one of which is called the "Water of Care," the other the "Burn of Sorrow," while the castle itself, up to 1493, was called the "Castle of Gloom," and the valley "Dolour," now Dollar—a cheerful neighborhood. By an Act of Parliament, procured by the Argyle family, the name was changed to *Castle Campbell*.

In 1556 John Knox resided in the castle, under the protection of the fourth Earl of Argyle, who was the first of the Scottish nobility who embraced the Reformed religion. In 1645, Montrose and the clans in his service destroyed the castle on their way to Kilsyth; and never was an act during the civil war more to be regretted than the destruction of this beautiful castle. It remained in the Argyle family up to 1805, when it was sold. It is now the property of Sir Andrew Orr.

A guide should be taken from the hotel to visit the beautiful and romantic chasm, something like the Gorge of Trient in the Rhone Valley. It commences some distance above the castle.

Passing over the viaducts of Gairnie and

Devon, *Rumbling Bridge* is reached. This is so called from the noise made by the river, which, after passing through a chasm and rocky channel, creates a roaring or rumbling sound. Near the inn it forms a fall, which is called the "Devil's Mill," because the water, surging from one side to the other, produces a noise like that of a mill in motion. A walk of two miles should be taken to the "Caldron Linn," where the whole body of the Devon precipitates itself through a deep gap, making two falls, the last of which is forty-four feet deep.

We now arrive at *Kinross*. Hotels, *Salutation* and *Kirkland's*. The town is noted for its cutlery, but is mostly visited on account of its contiguity to "Lochleven Castle." Loch Leven is from eight to ten miles in circumference, and is about two miles in width at the western end, narrowing toward the east. On the western side are four small islands, the principal of which is *Castle Island*. Here are the remains of the old castle where Queen Mary was imprisoned for eleven months, after her surrender at Carbery Hill in 1567, and whence she effected her escape. The keys of the castle, thrown into the lake on the night of her departure, were found by a native of Kinross three centuries later, and were presented by him to the Earl of Morton. Her gaoler was a former mistress of James V., and mother of the Earl of Murray. Within these walls she signed her abdication in favor of her son, appointing Murray regent. She obtained her escape through her powers of fascination; her first subject, George Douglas, son of her gaoler, was discovered and expelled the castle. The second was only a boy of eighteen, Willie Douglas, who, while the family were at prayers on the night of May 2, 1568, secured the keys, placed Mary in a boat, locked the doors behind him, threw the keys into the lake, and conveyed the queen to the mainland, where she was received by Lord Seton, Sir James Hamilton, George Douglas, and others.

There is a railway from Kinross to Ladybank Junction, the most direct route to St. Andrews.

There is nothing of special importance from Kinross to Perth.

ROUTE No. 52.

Stirling to Glasgow, via Balfroun and Loch Lomond (with excursion to Loch Menteith and Aberfoyle). Several trains daily. Time, 3 hours.

There is little to be seen on this route, unless the traveler happen to be at Stirling, and is going to make the excursion to the head of Loch Lomond, in which case he will take the steamer at Balloch. Or, if going to Loch Menteith to visit "Queen Mary's Bower," or to *Aberfoyle*, where Bailie Nicol Jarvie went to meet Rob Roy, in both cases he will stop at Port of Menteith Station, the nearest point to the lake.

The rivers Clyde and Forth are connected by the Junction Railway, over which we now pass. On the left bank of the Forth are the Gargunnock Hills, where the English forces had their fort to protect them against the attack of Wallace.

Thirteen miles from Stirling and Menteith is reached: here carriages can be hired to visit Lake Menteith, four miles distant. Hotel, *Loch Menteith*, where boats can be hired to visit the two small islands in the centre of the lake: these are called *Inch-Machome*, or the "Isle of Rest," and *Talla*, or "Earl's Isle." The former contains the ruins of the Priory of Inchmac-home, where Queen Mary resided during the invasion of the English in 1547, before she went to France. A little garden is shown on the island called "Queen Mary's Bower," which it is said she herself.

The monastery, the architecture of which is in the Early English style, was erected by the monks of the Augustine order. The only portion which remains is the tower arch, two arches of the nave, and part of the choir. In the chancel are the tomb of the founder, and the recumbent monument of two figures, male and female, supposed from the shield to be Walter Stuart, younger brother of the Steward of Scotland, and his wife, a sister of the Countess of Menteith. The knight is in full armor, with legs crossed, and the arm of the female affectionately wound around his neck. This monument of tenderness seems to have been respected by all ages, as it is the best preserved of all. The island is now the property of the Duke of Montrose.

The smaller island of Talla contains the remains of the castle of the Grahams, Earls

of Menteith, a race long since extinct. The entire island seems to have been occupied by the castle, as they had their gardens on the larger island, and their pleasure-grounds, stables, and domestic offices on the mainland. Notice the magnificent chestnut, oak, and plane trees.

Sir Walter Scott, in his "Tales of a Grandfather," describes the castle:

"The Earls of Menteith, you must know, had a castle, situated upon an island in the lake, or loch, as it is called, of the same name. But though this residence, which occupied almost the whole of the islet, upon which its ruins still exist, was a strong and safe place of abode, and adapted accordingly to such perilous times, it had this inconvenience, that the stables and other domestic offices were constructed on the banks of the lake, and were, therefore, in some sort defenseless.

"It happened upon a time that there was to be a great entertainment in the castle, and a number of the Grahams were assembled. The occasion, it is said, was a marriage in the family. To prepare for this feast, much provision was got ready, and in particular a great deal of poultry had been collected. While the feast was preparing, an unhappy chance brought Donald of the Hammer to the side of the lake, returning at the head of a band of hungry followers, whom he was conducting homeward to the West Highlands, after some of his usual excursions into Stirlingshire. Seeing so much good victuals ready, and being possessed of an excellent appetite, the Western Highlanders neither asked questions nor waited for an invitation, but devoured all the provisions that had been prepared for the Grahams, and then went on their way rejoicing, through the difficult and dangerous path which leads from the banks of the Lake Menteith through the mountains to the side of Loch Katrine.

"The Grahams were filled with the highest indignation. The company who were assembled at the castle of Menteith, headed by the earl himself, hastily took to their boats, and, disembarking on the northern side of the lake, pursued with all speed the marauders and their leader. They came up with Donald's party in the gorge of a pass, near a rock called *Craig-Vad*, or the Wolf's Cliff. The battle then

began, and was continued with much fury till night. The Earl of Menteith and many of his noble kinsmen fell, while Donald, favored by darkness, escaped with a single attendant. The Grahams obtained, from the cause of the quarrel, the nickname of Gramoch-an-Garrigh, or Grahams of the Hens."

Five miles from Loch Menteith is *Aberfoyle*. Hotel, *Baillie Nicol Jarvie*. This is the scene of so many incidents in Scott's novel of Rob Roy that lovers of that great novelist will be delighted to visit it. It is romantically situated at the junction of the Forth and Duchray rivers. It was here that Frank Osbaldeston and the baillie went to meet Rob Roy.

A short distance farther is *Loch Ard*, a very beautiful little lake, on which there is a small island, Dundoichil, with the ruins of a castle built by the Duke of Albany, uncle to James I. At the northern end the River Ledard falls into the lake, forming two pretty waterfalls. On the eastern side the encounter between Helen Macgregor and the king's troops took place.

The distance to Loch Lomond from the eastern end of the lake is six miles; there is only a foot-path to Rowardennan.

Returning to Station Menteith, and continuing our route toward Glasgow, *Balfron* is passed. This town is handsomely situated on the Endrick River, which flows into Loch Lomond. The Glasgow Waterworks are here crossed, which convey the water used in Glasgow from Loch Katrine.

Drymen, near which is Buchanan House, the seat of the Duke of Montrose; then *Strathblane*, the seat of the earl of the same name; between which and *Milngavie* is situated the Mugdock Reservoir, which lies 311 feet above the sea level: it contains 200,000,000 gallons of water, which is conveyed into Glasgow by seven pipes.

Passing Kilmarnock and Jamestown, *Balloch* is reached. Hotel, *Balloch*. Travelers going up Loch Lomond take steamer here, or, if continuing on to Glasgow, change cars. Time to Glasgow, 50 minutes.

ROUTE No. 53.

Stirling to Oban, via Dunblane, Callander (the Grave of Rob Roy), and Tyndrum (the Land of Rob Roy).

From Stirling to Callander by rail in 45 minutes. Thence to Loch Lomond by coach (see Route No. 48). Steamer to Ardlin, thence by coach to Oban in eight hours. If the traveler has made Route No. 48, then he had better continue by rail from Callander to Tyndrum, and thence by coach to Oban, in six hours. Fare from Tyndrum to Oban, \$3 50.

Leaving Stirling by the Perth Railway, and passing Abbey Craig, on which stands the monument erected to the hero Wallace, the interesting village of the *Bridge of Allan* is reached. Hotels, *Queen's and Royal*. This is a popular watering-place, three miles from Stirling, which derives its name from the River Allan, which flows through the village. It is noted for the beauty of its scenery, its salubrious climate, and the mineral springs of Airthrey, the waters of which are collected in cisterns formed in an old copper mine. The grounds and spa are the property of Lord Abercromby, who has erected a handsome well-house, with a billiard-room, reading-room, and bowling-green attached. The waters are chiefly beneficial in skin diseases, stomach complaints, and affections of the liver. In the vicinity of the town stands the seat of Lord Abercromby, *Airthrey Castle*. Admittance to the grounds every Thursday. Also *Keir*, the residence of Sir William Stirling Maxwell. The park is very beautiful, and the house contains some fine paintings. Three miles from the Bridge of Allan is *Dunblane*. Hotel, *Dunblane*, finely situated on the left bank of the Allan. Here is a magnificent cathedral, founded by King David I. in 1140. The choir is the only part in repair, and is used as the parish church; the architectural beauty of the nave is greatly admired, also the western window. The site of the battle of Sheriffmuir lies two miles northeast of Dunblane. This battle took place in 1715 between the Highland clans under the Earl of Mar and the royal troops under the Duke of Argyle. The battle was indecisive, and is forcibly described in the old song:

"Some say that we wan,
Some say that they wan,
And some say that nane wan at a', man;
But o' ae thing I'm sure,
That at Sheriffmuir
A battle there was that I saw, man;
An' we ran, an' they ran,
An' they ran, an' we ran,
An' we ran, an' they ran awa', man."

A large block of whinstone stands on the field, inclosed in an iron grating; it is called the "Gathering Stone of the Clans," and here the Highlanders are said to have sharpened their dirks before the battle.

Doone is eight miles from Stirling, and contains a fine castle, which was a favorite resort of Queen Mary and Darnley. This is one of the largest baronial ruins in Scotland; the walls are forty feet in height and ten feet in thickness. From the tower a fine view may be obtained. In 1745 this castle was in the possession of the Pretender Prince Charles, and here he had his prisoners confined that he had taken at Falkirk, among whom was Home, the author of "Douglas."

"The poet had in his own mind a large stock of that romantic and enthusiastic spirit of adventure which he has described as animating the youthful hero of his drama. He inspired his companions with his sentiments, and when every attempt at open force was deemed hopeless, they resolved to twist their bedclothes into ropes, and thus to descend. Four persons, with Home himself, reached the ground in safety. But the rope broke with the fifth, who was a tall, lusty man. The sixth was Thomas Barrow, a brave young Englishman, a particular friend of Home's. Determined to take the risk, even in such unfavorable circumstances, Barrow committed himself to the broken rope, slid down on it as far as it could assist him, and then let himself drop. His friends beneath succeeded in breaking his fall. Nevertheless he dislocated his ankle, and had several of his ribs broken. His companions, however, were able to bear him off in safety. The Highlanders next morning sought for their prisoners with great activity. An old gentleman told the author he remembered seeing the commander Stewart,

'Bloody with spurring, fiery red with haste,'
riding furiously through the country in quest of the fugitives."—*Waverley* (note).

Continuing the route from Doone, the road passes the celebrated Braes of Doone, and enters into that locality with which all readers of the "Lady of the Lake" must be thoroughly conversant; in fact, for this route it is the best guide-book extant. We are now near Clan-Alpine's outmost guard, where Roderick Dhu challenged Fitz-James to single combat, and over this ground Fitz-James and his followers passed to Stirling, bearing the wounded hero prisoner:

"They dash'd that rapid torrent thr-ugh,
And up Carhonia's hill they flew;
Still at the gallop prick'd the knight,
His merry-men follow'd as they might.
Along thv banks, swift Teith! they ride,
And in the race they mock thy tide;
Torry and Lendrick now are past.
And Deanstoun lies behind them east;
They rise, the banner'd towers of Doone,
They sink in distant woodland soon;
Blair-Drummond sees the hoof strike fire,
They sweep like breeze through Och-ortyre;
They mark, just glance, and disappear
The lofty brow of ancient Keir;
They bathe their coursers' sweltering sides,
Dark Forth! amid thy sluggish tides,
And on the opposing shore take ground,
With plash, with scramble, and with bound,
Right-hand they leave thy cliffs, Craig-Forth,
And soon the bulwark of the North,
Gray Stirling, with her towers and town,
Upon their fleet career look'd down."

We now pass *Lanrick Castle*, then *Cambusmore*, where Sir Walter Scott resided when a youth, and, crossing the Keltie, are in the land of the Highlanders.

Callander, described in Route No. 48.

Coach to Loch Katrine; steamer to Stronachlachar, where coaches are waiting to convey passengers to *Inversnaid*, on Loch Lomond, a distance of five miles. Then steamers to

Ardlin, where coaches are taken through Glen Falloch to *Crianlarich Hotel*, where coaches are met from Taymouth and Killin. Or, instead of passing over Lakes Katrine and Lomond, the traveler can continue by rail to *Crianlarich* in 1 hr. 50 min., visiting the "Braes of Balquhilder," where Rob Roy is buried.

After leaving *Callander*, and proceeding through the romantic Pass of *Leny*, the road passes along the shore of *Loch Lubnaig*, bounded on one side by the steep declivity of Ben Ledi, and on the other by a flat bank, which heightens the effect of the bold front of *Craig-na-Coillig* at the angular point of the lake.

Strathire, at the head of the lake, has two small hotels, a place of considerable resort for anglers and pedestrians.

Two miles farther is *King's House Station*, where parties wishing to visit the grave of Rob Roy can make arrangements with the railway guard. Two miles up the valley, in a church-yard near an old roofless, ivy-covered church, are the graves of Rob Roy Macgregor, Helen Macgregor, and their eldest son, Colin. Some say that the slab on the left is the grave of Hamish, another son, and that Helen is not buried here. On one of the tombs (they all lie together) the pine-tree is torn up by the roots, and there is a sword piercing a crown. On another there is a cross, a man, and a dog. The burial-place of most of the great men of the clan Macgregor is the island of Inch-Cailliach, on Loch Lomond.

From Crianlarich to *Dalmally* by coach. Time, 2 hrs. 30 min. This handsome village is finely situated a short distance from Loch Awe, at the entrance to Glen Orchy, at the junction of the roads from Inverary, Tyndrum, and the head of Loch Lomond.

The road from Dalmally now crosses the Orchy, then the portion of Glen Strae which is the head-quarters of the clan Macgregor, and winding around the base of Ben Cruachan, arrives at *Taynult*, where there is a very fair hotel, and a good centre from which to make excursions, the principal of which, the ascent of *Ben Cruachan*, which not only from its height (3670 feet), but its position in the centre of so many objects of historical and scenic interest, makes it one of the finest excursions in Scotland. From its granite summit may be seen the lovely harbor of Oban, with the islands of Skye and Jura, and the mountains of Mull, while Ben Nevis, Ben Lomond, Ben Lawers, the Lochs of Awe, Etive, and Fyne, with numerous smaller sheets of water, make up a view scarcely equaled and never excelled.

The road now runs along the banks of Loch Etive, passes Connel's Ferry, the castles of Dunstaffnage and Dunolly, and in one hour and forty minutes we arrive at

Oban. For description, see Route No. 39.

ROUTE No. 54.

Loch Lomond to Glencoe and Fort William, via Ardlin, Tyndrum, Inveroran, and King's House.

This route may be made from Edinburgh or Glasgow in the following manner: From Edinburgh by rail, *via* Stirling, Callander, Killin Station, to Tyndrum—time, 4 hrs. 40 min.; thence by coach *via* Inveroran and Glencoe to Ballachulish, in 5 hrs. 30 min., and to Fort William in 7 hrs. Or, leaving Glasgow at 7.40 A.M. for Balloch; thence by steamer to Ardlin, on Loch Lomond. Coach to Tyndrum in 2 hrs.; thence to Fort William in 7 hrs. Fare, by coach from Tyndrum to Ballachulish, \$4; to Fort William, \$4 75. *Ardlin* and *Crianlarich* are described in Route No. 53.

About half the distance between Crianlarich and Tyndrum is situated the *Holy Pool of St. Fillan's*, where the remains of a priory are situated. Here a ceremony used to be performed for the cure of insane persons: the victims were ducked in a pool after sunset, then bound with ropes in a mystic knot, and laid down all night on the site of the old church of St. Fillan. If the ropes were unfastened in the morning, the patient was supposed to have recovered. They were generally found free—that is, dead. This mode of treatment lasted up to the close of the last century.

Crossing the River Dochart, near which is "King's Field," where Bruce, after having been defeated by Lord Pembroke at Methen, was attacked by Lord Lorn, grandson of Red Comyn, whom Bruce had killed at Dumfries. Three of Lorn's followers made a combined attack upon Bruce, and were all slain by that accomplished swordsman. In his death-struggle one of the assailants clutched the mantle of Bruce, who was compelled to leave it in his hands; and the brooch by which it was fastened is still preserved as a trophy in Dunolly Castle by the descendants of the Lord of Lorn.

At *Tyndrum*, where there is a very fair hotel, the coaches to Oban *via* Dalmally turn to the left, and cars continue on northward.

The lead mines in the vicinity are the property of the Earl of Breadalbane, and are extensively worked.

Passing the village of *Auch*, where there

is a road through Glen Lyon to Taymouth, we arrive at the *Bridge of Urchay*, near which, on the right, are the remains of *Auchallader Castle* on *Loch Tulla*, also a shooting-lodge (*Ardvrecknish*) of the Marquis of Breadalbane.

Inveroran is now reached, where there is a small hotel, and where the privilege of good fishing may be secured. The coaches now make a long ascent through the dreary *Deer Forest* of Blackmount, the property of the Marquis of Breadalbane, but rented by the Earl of Dudley for £25,000 per annum. Passing *King's House* and *Altnufedh*, the valley of Glencoe is entered. For description, see Route No. 41.

ROUTE No. 55.

Dunkeld to Crieff, via Aberfeldy, Taymouth, Killin, Lochearnhead, and Comrie.

Or reversing this route, in case the traveler should be at Edinburgh or Glasgow—viz., making a two days' trip at a cost of £8 50, including coachmen's fees.

Leaving Edinburgh at 6.30 A.M. during the season (it would be well to inquire at the Caledonian Railway-office, as the hour may be changed), arriving at Crieff at 10.25. Leave Crieff by coach at 10.35, arriving at Lochearnhead Station at 3 P.M. Leave at 6.48 by rail, and arrive at Killin Station Hotel at 8 P.M. Next day leave Killin by coach at 1.10 P.M.; arrive at Aberfeldy at 5 P.M. By rail to Edinburgh, arriving at 9.55.

Excursion tickets give the traveler the privilege of breaking the journey at any point he pleases.

Crieff. Hotels, *Drummond Arms, Stewart's, and Royal.* This town is known for its fresh and invigorating air, and is consequently in high repute among tourists, who make it a head-quarters for their numerous excursions; and, being situated in a most central position in regard to numerous castles and mansions of the nobility, it is much frequented during the season. There are

numerous mineral wells in the vicinity, which have acquired considerable celebrity. There is also a large hydropathic establishment situated on *Knock Hill*, a short distance from the town, from whence there is a magnificent view. Notice near the Town Hall an antique cross, also the iron pillory.

A fine excursion can be made to *Toma-chastle*, a hill situated on the banks of the Earn, about three miles from the town. On the summit of the hill there is a granite monument to Sir David Baird. The hill is approached by a lovely walk along the banks of the river, called "Lady Mary's Green Walk."

The most interesting excursion, however, is that to *Drummond Castle*, now the property of Lady Willoughby d'Eresby, the original seat of the noble family of Drummond, Earls of Perth. The entrance of the avenue is two miles from Crieff, but the magnificent avenue of beech-trees which conducts to the castle is over one mile long. In front of the castle lies a terraced flower-garden, which is one of the most elegant in the United Kingdom.

Three miles from Crieff, on the Amulree road, is *Monzie Castle*, surrounded by some fine old trees, some of which are nearly twenty feet in circumference.

Leaving Crieff for Comrie, which is six miles distant, the River Turret is crossed, at the mouth of which, on the north bank of the River Earn, at the junction of Glen Lednoch and Glen Artney—and by some supposed to be the site of the famous battle between the Caledonian prince Galgacus and the Roman general Agricola—close to the village, stands *Comrie House*, the seat of Sir D. Dundas; and on *Dunmore Hill*, close by, there is a monument seventy-two feet high erected to the memory of the late Lord Melville. Beneath it is a small stream called "Humble Bumble." Farther down are the *Falls of the Lednoch*, the waters of which form the "Devil's Caldron." On the opposite bank of the River Earn lie *Aberuchil Castle* and the handsome modern residence of Sir David Dundas. Higher up the river is the *Hill of Dun Fillan*: it is here that St. Fillan, the patron saint of Robert Bruce, has left the mark of his knees in the solid stone.

One hour and thirty minutes from Com-

rie we arrive at *St. Fillans*. Hotel, *Drummond Arms*. This is one of the most lovely retreats in Scotland. It is beautifully located on the eastern shore of Loch Earn. The fishing is good, excursions numerous, and excellent boating on the lake.

From St. Fillans to Lochearnhead Hotel, 1 hr. 20 min.

Lochearnhead. Hotel, *Dayton's*. Loch Earn is about seven miles long, and of such great depth that it has never been known to freeze. At the eastern end is a small islet covered with wood and mounds of stones, said to be the remains of a stronghold belonging to a desperate clan of banditti—the Neishes—who were continually committing depredations on the neighboring clans, especially that of the Macnabs.

The chief of the clan Macnab having sent his servants into the Lowlands for provisions, they were waylaid by the Neishes on their return, and the booty carried off to the island, which so irritated the Macnab that he sent a party of the clan, headed by his son, with instructions to exterminate them; the party landed on the island in the dead of night, surprised the outlaws, and put them all to the sword, returning the same night with one of the robber's heads, and in commemoration of this event assumed for their crest a bloody head with the motto "Dreadnought." This clan at one time were owners of all the country around, now absorbed by the Breadalbanes. They emigrated to British America, and many of our readers may remember that during the invasion of Canada it was the head of this clan who sent the steamer *Caroline* over the Falls of Niagara.

From Lochearnhead Station to Killin Station by rail in twenty minutes. Omnibus to *Killin Hotel*, and the *Bridge of Lochy Hotel*. This pretty village is situated on the banks of the rushing Dochart, which here encircles two islands, one of which, covered with beautiful ancient pine-trees, is still the cemetery of the Macnabs.

About one and a half miles from Killin stands *Finlarig Castle*, the ancient seat of the Breadalbane family, now entirely overgrown with ivy and surrounded by majestic and venerable trees. The family burial vault adjoins the ruin: it is consequently called the cradle and the grave of that ancient house, whose property now extends

over the space of one hundred miles, from Aberfeldy to the Atlantic Ocean.

From Killin to *Lavers Inn*, or Ben Lawers, on Loch Tay, is eight miles. The lake is fifteen miles long and one and a half wide, and Ben-Lawers, standing near its margin, is one of the highest mountains in Scotland, being 3984 feet above the level of the sea, and most rich in its botanical products. The ascent can be most conveniently made from Lavers Inn, occupying about two hours. There is a ferry across the lake at this point.

Seven miles from Lavers we pass the lodge and kitchen-garden of *Taymouth Castle*, and near the shore there is a small island in the lake, where are the scant remains of a celebrated priory erected by Alexander I. of Scotland over the remains of his wife Sybilla, daughter of Henry I. of England.

The nuns were in the habit of going in procession to the parish church on the anniversary of her death, and this event in time became a fair-day, which is still kept in Kenmore, and called "Feill nam ban naomdh," or the Market of the Holy Women.

Kenmore. Hotel, *Breadalbane Arms*.

This is a small collection of houses clustered around the principal entrance to *Taymouth Castle*, the princely mansion of the Marquis of Breadalbane, a descendant of one of the most ancient houses in Scotland, and one of the richest and most extensive landed proprietors in the United Kingdom. The castle, which is not shown at the present time, is constructed of slate stone, four stories in height, with round corner towers, surmounted by a central pavilion, with two wings projecting from the main building. The entrance-hall and staircase are very beautiful. The original castle was erected by Sir Colin Campbell in 1580, and was formerly called *Balloch*; the present castle was erected in 1801, and the west wing added in 1842. The picture-gallery contains some of the best historical portraits and pictures in Scotland; but the great charms of the castle are its pleasure-grounds and surrounding scenery, where every thing is combined to create beauty, grandeur, and freshness. Admission to the grounds from 10 to 12 and from 2 to 4—fee, one shilling each person. It is customary to give one shilling to the dairymaid. The time oc-

cupied is nearly one and a half hours. If traveling with a private carriage, it had better be sent forward to the Museum and Fort to meet you. From this point the best view of the castle and grounds may be had, and it was here that Queen Victoria descended from her carriage to obtain a last glimpse of the enchanting landscapes which she alludes to in her journal, "Leaves from the Journal of Our Life in the Highlands:"

"We got out and looked from this height down upon the house below, the mist having cleared away sufficiently to show us every thing; and then unknown, quite in private, I gazed—not without deep emotion—on the scene of our reception twenty years ago by dear Lord Breadalbane, in a princely style, not to be equalled in grandeur and poetic effect.

"Albert and I were then only twenty-three, young and happy: how many are gone that were with us."

Six miles from Kenmore and we arrive at *Aberfeldy*. Hotel, *Breadalbane Arms*. This village is situated at the junction of the Tay and Moness, the former of which is crossed by one of General Wade's bridges, near which is *Moness House* and the Falls of Aberfeldy, or Moness, described by Burns:

"The braes ascend, like lofty wa's,
The foamy stream deep roaring fa's,
O'erhung wi' fragrant spreading shaws,
The birks of Aberfeldy.
The hoary cliffs are crown'd wi' flowers,
White o'er the linn the burnie pours,
And rising, weets wi' misty showers
The Birks of Aberfeldy."

The highest fall is about fifty feet, and is two miles up the glen; the others are merely a series of cascades. A fee of one shilling and sixpence is necessary to open the gate to view them.

Aberfeldy to Dunkeld by rail, one hour. For description of Dunkeld, see Route No. 47. To Edinburgh from Dunkeld by rail, 3 hrs. 40 min.

ROUTE No. 56.

Inverary to Oban by Loch Awe. Inverary is described in Route No. 42.

Should the traveler be at Glasgow, and wish to make this tour, he can leave there at 10 A.M., arriving at Lochgoilhead at 1 P.M. Railway to Greenoch, steamer to Lochgoilhead, thence by coach to St. Catharine's in two hours, and cross Loch Fyne to Inverary in twenty minutes, arriving at 3.30 P.M. Taking the coach at 9 A.M. the following day, *via* Cladich Pier, Dalmally, and Tyndruin, he will arrive at Oban at 7 P.M.

Passing up the valley of Glen Aray, which is splendidly wooded with the finest specimens of trees in Scotland, numerous waterfalls are met on the Aray, which we follow up the glen until we reach its summit, when Loch Awe in all its beauty bursts upon the view, surrounded by bleak and rugged mountains, the highest of which is *Ben Cruachan*, which rises to a height of 3400 feet above the level of the sea.

Descending toward *Cladich*, where there is a very fair hotel, a favorite spot for sportsmen—trout, wild duck, and woodcock are to be found in abundance. Boats may be had to visit numerous places of interest in the vicinity, the principal of which are *Inishail*, *Inish Chonel*, *Blairgour*, *Ardhonnell Castle*, and the *Pass of Awe*. On *Innis Fraoch* are the ruins of an ancient castle of the MacNaughtons. Another favorite spot for sportsmen is *Port Sonachan*, about three miles from Cladich. Following the eastern bank of Loch Awe, the coach stops for a short time near a monument erected to Duncan Ban MacIntyre, a Gaelic poet.

We now pass *Kilchurn Castle*, situated in a meadow near the lake—it appears as if built upon an island—a wild and stately ruin, founded in 1440 by Sir Duncan Campbell, a descendant of Sir Colin Campbell, who founded the family in the 12th century. Sir Duncan's grandson married the heiress of the Lords of Lorn, and from them took the title. The Duke of Argyle and the Marquis of Breadalbane are descended from this Sir Duncan, founder of the castle.

Most of this locality was at one time the property of the Macgregor clan, until swallowed up by the stronger clan of the Campbells.

Dalmally. For description of this place, and the rest of the route to Oban, see Route No. 53.

ROUTE No. 57.

Glasgow to the Island of Skye and Stornoway (on the Island of Lewis).

The swift steamers of Mr. D. MacBrayne's fleet will transport the travelers to Oban as described in Route No. 39; leaving Glasgow or Greenock on Mondays and Thursdays. At Oban slower steamers, carrying goods and passengers, leave twice a week for Stornoway, passing through the Sound of Mull, and calling at *Tobermory, Craignure, Loch Aline, Salen, Arisaig, Armadale* (Isle of Skye), *Glenelg, Balmacarra, Kyleakin, Broadford, and Portree.*

From Glasgow to Stornoway; fare, £1 12s. = \$8. Return tickets, £2 8s. = \$12. Glasgow to Kyleakin (Island of Skye); fare, £1 7s. = \$6 75. Glasgow to Portree (Island of Skye); fare, £1 10s. = \$7 50. Return tickets, \$11 05.

Leaving Oban Tuesday morning, about 6 P.M., on Friday morning at 7 A.M., and proceeding through the Sound of Mull, the steamer stops at *Tobermory*, on the Island of Mull. Hotel, *Mull*. This is the only village on the island, and contains some 1500 inhabitants. The name of the place signifies "St. Mary's Well." It is situated in a well-protected bay. The place was founded in 1788 by the British Fishing Company. Close to the village is *Drumfin Castle*, one of the ancient possessions of the Laird of Col. There is very good fishing in the vicinity of the hotel—permission must be obtained.

Arisaig. See Route No. 43.

Passing on our left the small island of *Muck*, on which there is nothing of interest, the steamer generally stops off the island of *Eigg*, of most remarkable geological construction. Near its centre there is a most singular mountain, the top of which overlies a forest of petrified trees, in form of construction like Fingal's Cave, on the Giant's Causeway. Geologists say that an extensive pine forest once existed in some nameless land, had been swept to sea, entombed in the bottom of the ocean, had been

heaved to the surface by volcanic agencies, and had been finally built upon by Nature's Architect.

One of the sights of the island is the cave of "Uamh Fhraing," where all the inhabitants were suffocated by the clan MacLeod. It seems that some young men of the clan MacLeod landed at the island of *Eigg*, where they were hospitably received by the Macdonalds, but having taken too much freedom with the young women, or offered them some insult, they were bound hand and foot and cast adrift in an open boat; fortunately the winds and waves landed them at Skye, and the Laird MacLeod made a descent at *Eigg* with a large body of his clan to avenge the insult. The inhabitants concealed themselves in this cave, and could not be found; the MacLeod had embarked on board his boats, after doing what damage he could, when suddenly a man was espied on the shore; the force again landed, and tracked the footsteps of the man to the mouth of the cave, which they surrounded, summoning the inhabitants to surrender and deliver up the authors of the insult. This they refused; the MacLeod then, stopping up all outlets to the cave, built an immense fire of fern and turf at its mouth, which was maintained until the entire population was suffocated.

The steamer now approaches the shores of Skye, which present a beautiful appearance, the Cuchullin Hills and Blaven filling up the background, stopping at *Armadale*, on the Sound of Sleat, near which is the *Castle of Armadale*, the seat of Lord Macdonald, the largest landholder in Skye, and the head of the clan. The castle is situated on a slope rising up from the shore, in a very fine position. Napoleon's marshal Macdonald, although born in France, was a descendant of this clan; he was made General of Division at the age of thirty, was created Marshal at the battle of Wagram, with the title of *Duc de Tarente*, and died in 1831, Grand Chancellor of the Legion of Honor.

The steamer next touches at the village of *Glenelg*, on the mainland: the surrounding bay is very fine, abounding in grand and picturesque scenery on both sides. At *Glenelg* notice the ruins of a barrack built by the English government to maintain order among the clans. Passing through

Kyle Rhea Ferry, which is the narrowest part of the Sound of Sleat, the steamer again stops at *Balmuccarra*, where there is a very good hotel. Near which is *Balmuccarra House*, the shooting-lodge of Mr. A. Matheson. Good fishing in the neighborhood.

Kyleakin—hotel, *King's Arms*—on the island of Skye, opposite *Balmuccarra*, is the principal place for tourists who wish to visit the interior of the island, especially *Spar Cave*, *Loch Comisk*, and *Glen Sligachan*. All of those places, however, should now be visited from *Loch Seavaig* (see *Route No. 71*). Mr. David MacBrayne is now sending a weekly steamer from *Oban* to make that delightful excursion.

About eight miles from *Kyleakin* the village of *Broadford* is reached. Hotel, *John Ross*, where horses and carriages are kept to make excursions into the interior. The ascent of *Blaven* is often made from here. This is the highest mountain in Skye. It was at a farm-house in this town that *Johnson* and *Boswell* were so well entertained by *Mackinnon* that the latter was found drunk in bed next day at one o'clock by *Johnson*.

Portree is described in *Route No. 45*.

Steamers sail semi-monthly to *Stornoway*, touching at *Gairloch* and *Aultbea*; also semi-monthly, touching at *Tarbet* (*Harris*) and *Loch Maddy* in *Uist*. They leave daily through the season at 9 A. M. for *Strome Ferry* (see *Route No. 45*), calling at *Raasay*, *Broadford*, and *Plocton* in time for trains to the south.

For *Gairloch* every Thursday and Friday, thence by coach to *Achnasheen*, and railway to *Inverness*. For *Stornoway* every Wednesday at about 5 P. M., reaching that town at 11 P. M.—6 hours.

Stornoway is situated on the east side of the island of *Lewis*, and is the capital of the *Western Hebrides*. Hotel, *Lewis*. The place was originally founded by *James VI.*, but up to 1844 it was rather a benighted land. In that year *Sir James Matheson* purchased the island from the *Mackenzies*, since which time he has spent over one million of dollars in improving his estate and in ameliorating the inhabitants' condition: their houses are better built, they are better clothed, and education is accomplishing what it must in every country. *Sir James* has also built a

fine house—*Stornoway Castle*—and resides among his tenants. The town is supplied with both water and gas, and every precaution taken to meet the long and dreary winter nights.

The lower end of the island is called *Harris*. It was lately sold by *Lord Dunmore* for \$775,000. It is principally covered with heather and stones. In the vicinity of *Tarbet*, where there is a hotel, the fishing is very good.

ROUTE No. 58.

Glasgow to Edinburgh, via Falkirk and Linlithgow. Time, 2 hrs. 10 min. Fare, £1 3 $\frac{1}{2}$. Leaving *Glasgow*, the train passes up an incline and through a tunnel over 4000 feet in length to *Cowlairs*, thence to *Campsie Junction*, where a road, five and a half miles, leads to *Lennoxtown*.

Five miles from *Campsie*, and *Croy Station* is reached. This is two miles from *Kilsyth*, a town of 6000 inhabitants, noted as the scene of a victory gained by *Montrose* over the *Covenanters*, 6000 of whom he put to the sword.

Passing *Castlecary Station* and *Glenfield Junction*, we arrive at *Falkirk*, formerly called *Englishbreckk*, or "the speckled church," in allusion to a church erected in the reign of *Malcolm III.*, 1057. Hotel, *Red Lion*. It contains a population of 9547. The town consists of one long street, and has lately acquired a new importance on account of its iron-works and collieries. Its old church was demolished about fifty years ago. The present church has a very handsome spire about 130 feet high. *Falkirk* has been the scene of two rather decisive battles. In 1298 *Edward I.* defeated *Sir William Wallace*, and in 1746 the Pretender *Prince Charles Stuart* defeated *General Hawley*. In the church-yard are the graves of two Scottish heroes—*Sir John Stewart of Bonhill*, and *Sir John Graham*, the friend of *Wallace*, who were killed at the battle of *Falkirk*, 1298, fighting against *Edward I.* Near *Falkirk* are the celebrated *Carron Iron-works*, among the largest in the world.

The next station is *Polmont Junction*,

where the direct line from Edinburgh to Stirling joins the line from Glasgow. Four miles farther and *Linlithgow* is reached. Principal hotel, *Star and Garter*. Population 3750.

Linlithgow stands on a beautiful lake seventeen miles from Edinburgh. The chief object of interest here is the palace, part of which was first built by Edward I., who passed a winter here.

“Of all the palaces so fair
Built for the royal dwelling,
In Scotland, far beyond compare
Linlithgow is excelling.
And in its park in genial June
How sweet the merry linnet’s tune.”

It was taken and destroyed by Bruce in 1307, but was rebuilt during the minority of David II. It is a very picturesque ruin; the western part is the most ancient, and contains the room where Queen Mary was born. Her father, James V., was dying at Falkland at the time, said to be of a broken heart on account of his disaster at Solway Moss. On being told of her birth, he replied, “Is it so?” and, thinking of the alliance that had placed a Stuart on the throne—“Then God’s will be done. It came with a lass, and it will go with a lass;” and, turning his face to the wall, died.

One side of the square is occupied by the chapel. Notice the ruins of the fountain in the centre of the quadrangle.

The palace was still in a fair state of preservation until 1746, when it was occupied by General Hawley’s troops the night after their defeat at Falkirk. On leaving, they set fire to it.

Sir Walter Scott, in his “*Tales of a Grandfather*,” describes how the castle was taken from the English:

“The garrison was supplied with hay by a neighboring rustic, of the name of Binnock or Binning, who favored the interests of Bruce. Binnock had been ordered by the English governor to furnish some cart-loads of hay, of which they were in want. He promised to bring it accordingly; but the night before he drove the hay to the castle he stationed a party of his friends, as well armed as possible, near the entrance, where they could not be seen by the garrison, and gave them directions that they should come to his assistance as soon as they should hear him cry a signal, which was to be—‘Call all, call all!’ Then

he loaded a great wagon with hay; but in the wagon he placed eight strong men, well armed, lying flat on their breasts, and covered over with hay, so that they could not be seen. He himself walked carelessly beside the wagon; and he chose the stoutest and bravest of his servants to be the driver, who carried at his belt a strong axe or hatchet. In this way Binnock approached the castle early in the morning; and the watchman, who only saw two men, Binnock being one of them, with a cart of hay, which they expected, opened the gates and raised up the portcullis, to permit them to enter the castle. But as soon as the cart had gotten under the gateway, Binnock made a sign to his servant, who with his axe suddenly cut asunder the *soam*, that is, the yoke which fastens the horses to the cart; and the horses, finding themselves free, naturally started forward, the cart remaining behind under the arch of the gate. At the same moment Binnock cried, as loud as he could, ‘Call all, call all!’ and, drawing the sword which he had under his country habit, he killed the porter. The armed men then jumped up from under the hay where they lay concealed, and rushed on the English guard. The Englishmen tried to shut the gates, but they could not, because the cart of hay remained in the gateway, and prevented the folding-doors from being closed. The portcullis was also let fall, but the grating was caught on the cart, and so could not drop to the ground. The men who were in ambush near the gate, hearing the cry, ‘Call all, call all!’ ran to assist those who had leaped out from among the hay; the castle was taken, and all the Englishmen killed or made prisoners. King Robert rewarded Binnock by bestowing on him an estate, which his posterity long afterward enjoyed. The Binnings of Wallyford, descended from that person, still bear in their coat armorial a wain loaded with hay, with the motto, ‘*Virtute doloque.*’”

The *church*, standing between the palace and the town, was dedicated by David I. to the archangel Michael, whose image may be seen at the southwest angle, and is one of the finest specimens of Gothic architecture to be seen in Scotland. Notice the beautiful flamboyant window in St. Catharine’s Chapel. It was here that the apparition was seen by James IV.,

warning him against his expedition to England.

Notice in front of the Town House the "Cross Well." The sculpture is very beautiful.

Four miles farther the line passes the ruined *Castle of Nidry*, to which Mary Queen of Scots was conveyed the night after her escape from Lochleven. It was then the property of Lord Seton.

Passing *Newliston*, the former seat of the great Field-Marshal Stair, who it is said planted the trees on his estate to represent the position of the troops at the battle of Dettingen, which he commanded under George II. A remarkable instance of Highland chivalry is described by Sir Walter Scott, in his "Tales of a Grandfather," in connection with this nobleman and his residence, *Newliston*:

"During the rebellion of 1745, the route of the Highland army having brought them near *Newliston*, an alarm arose in the councils of Prince Charles lest the *Macdonalds of Glencoe* should seize the opportunity of marking their recollection of the massacre of *Glencoe* by burning or plundering the house of the descendant of their persecutor; and it was agreed that a guard should be posted to protect the house of Lord Stair. *Macdonald of Glencoe* heard the resolution, and deemed his honor and that of his clan concerned. He demanded an audience of Charles Edward, and, admitting the propriety of placing a guard on a house so obnoxious to the feelings of the Highland army, and to those of his own clan in particular, he demanded, as a matter of right rather than of favor, that the protecting guard should be supplied by the *Macdonalds of Glencoe*. The request of the high-spirited chieftain was granted, and the *Macdonalds* guarded from the slightest injury the house of the cruel and crafty statesman who had devised and directed the massacre of their ancestors."

A short distance from *Newliston* is the village of *Kirkliston*, where there is a fine old Romanesque church, the burial-place of the Earl of Stair. Passing *Ratho Junction*, where there is a branch railway which leads to *Queen's Ferry* and *Dunfermline*, then the village of *Corstorphine*, we arrive at *Edinburgh*. Hotel, *Royal*, near the *Waverley Bridge Station*, in *Princes Street*.

ROUTE No. 59.

Edinburgh and Excursions in the Vicinity.

ADMISSION TO PUBLIC INSTITUTIONS.

Abbotsford—Daily, in summer, from 12 to 6 (closed July 15 to August 25).

Antiquarian Museum—Tuesday, Wednesday, and Saturday, free. Thursday and Friday, 6d. From 10 to 4; and on Saturdays also from 7 to 9 P.M.

Botanic Gardens—Daily, from 6 A.M. to 6 P.M. On Saturdays till 8 P.M. Free.

Burns's Monument, with Bust and Relics of the Poet—Daily, from 10 to 7; Winter, 10 to 4, 2d.

Castle—Queen Mary's Room—Daily, from 12 to 3, free.

Cox's Royal Gymnasium—Daily, from 10 A.M. till dusk, 6d.

Dalketh Palace and Gardens—Wednesday and Saturday, when family are absent.

Dirleton Gardens—Thursday.

Donaldson's Hospital—Tuesday and Friday, from 2.30 to 4. Order from Treasurer, 61 *Castle Street*, or Clerk, 1 *N. Charlotte Street*—free.

Dryburgh Abbey—Daily, party of three, 1s.

Forrest's Statuary, adjoining *Gymnasium*—Daily, from 10 A.M. till dusk, 6d.

Hawthornden—Daily, 1s.

Heriot's Hospital—Daily, except Saturday, from 12 to 3. By ticket, given free at 7 *Royal Exchange*.

Holyrood—Daily, from 11 to 6 (4 P.M. in winter), 6d. Saturdays free.

John Knox's House—Wednesday and Saturday, 10 to 4, 6d.

Museum of Science and Art—Monday, Tuesday, and Thursday, from 10 to 4, 6d. Wednesday, Friday, and Saturday, from 10 to 4, free. Friday and Saturday, from 6 to 9, free.

National Gallery—Open daily from 10 to 5, free. On Thursdays and Fridays, from 10 to 4, 6d. Saturday evening, 7 to 9, free.

Nelson's Monument, from the top of which there is a magnificent view—Daily, 8 A.M. till dusk, 3d.

Newbattle Abbey—Daily.

Parliament House and Advocate's Library—Open during the sitting of the Courts, free.

Phrenological Museum—On Saturdays, from 1 to 6, free.

Regalia—Daily, from 12 to 3, free.

Royal Winter Gardens, West Coates, Haymarket—Daily, 10 to 6, free.

Roslin Chapel—Daily, 1s.

Scott Monument—Admission to the Galleries—Daily, 2d.

Statue Gallery—Wednesday and Friday, from 12 to 4, 6d. Saturdays, 10 to 4, free.

Surgeons' Museum—Daily, except Tuesday, from 12 to 4; and in winter, 12 to 3 P.M., free.

CAB FARES.

By Distance—Not exceeding a mile and a quarter, 1s. For every additional half-mile, or part thereof, 6d. Half-fare returning.

By Time—First hour, 3s., and every additional 20 minutes, or part thereof, 1s. The driver must average 6 miles per hour. From midnight to 7 A.M., double fare.

The Post-office and Telegraph-office are at the east end of Princes Street.

The Caledonian Railway Station is at the east end of Princes Street, and the North British at Waverley Bridge.

The principal shops are in Princes Street and George Street.

Edinburgh, the capital of Scotland, is situated on two ridges of hills within two miles of the Firth of Forth, and contains 228,196 inhabitants; and with its port or suburb, Leith, 240,777. The population just one hundred years ago (1775), including Leith, was only 57,195. The principal hotel, and one of the most popular in Scotland, is the *Royal*, beautifully situated on Princes Street, opposite the Walter Scott monument; Donald Macgregor, proprietor. The best *cuisine* and best service in the city.

Edinburgh, for its size, is one of the most imposing, interesting, and magnificent cities in Europe. Through its centre a deep, wild, and rocky ravine extends, dividing the city into the old and new town. This ravine, which was once the great deformity of the city, has been converted into beautiful gardens, and is crossed at two different places by a spacious bridge and an earthen mound. On the summit of a tremendous

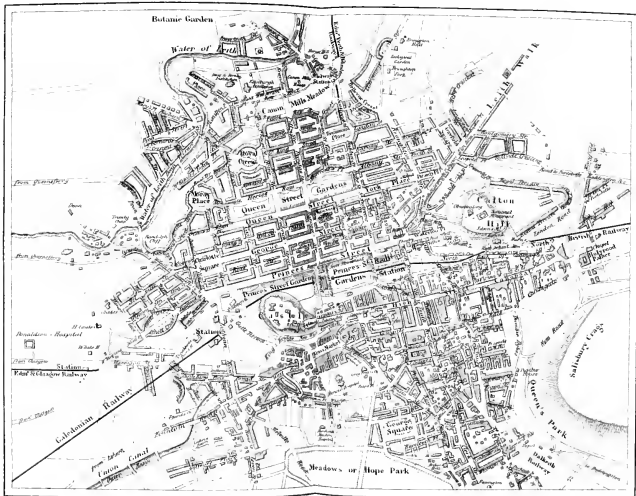
precipice stands Edinburgh Castle, whose origin is clouded in obscurity.

“There, watching high the least alarms,
Thy rough, rude fortress gleams afar;
Like some bold vet’ran, gray in arms,
And mark’d with many a seamy scar;
Thy pond’rous wall and massy bar,
Grim-rising o’er the rugged rock,
Have oft withstood assailing war,
And oft repell’d the invader’s shock.”

It is one of those fortresses which by the articles of union between England and Scotland must be kept fortified. To see the crown jewels, which are kept strongly guarded in an old apartment of this castle, it will be necessary to procure an order at the Council Chamber, Royal Exchange, between twelve and three o’clock. This castle is teeming with romance and historical interest. See Scott’s description of its capture from the English by Randolph, Earl of Moray, in 1313. Sir William Kirkaldy defended it for Mary Queen of Scots thirty-three days, having to contend against the combined force of both England and Scotland. The room is shown here where that unfortunate queen first became a mother, and the window where her son, afterward James VI., when only eight days old, was let down in a basket to be conveyed to a place of greater safety. Visit the State Prison, Armory, Mons Meg—a gigantic cannon, twenty inches in diameter at the bore: it was used at the siege of Norham Castle in 1514, and was formerly one of the most admired relics in the Tower of London. It was restored to this castle in 1829 by George IV., after remaining in the Tower a century and a half. The public buildings are very chaste in their design, and the general architecture of the city imposing and picturesque. Edinburgh is said to resemble Athens, and, in fact, has been termed by many writers the “Modern Athens.” The principal street of Edinburgh is *Princes Street*: here most of the hotels are located, and also the elegant monument to Sir Walter Scott, designed by George M. Kemp, who died before having completed the structure. It is 200 feet high, and has 287 steps leading to the top of the gallery. The statues in the niches are taken from the different works of the great writer: statue of Prince Charles (from *Waverley*); Meg Merrilies (from *Guy Mannering*), representing her breaking the sap-

Chapman

EDINBURGH



ling over the head of Lucy Bertram; *Last Minstrel* playing the harp; *Lady of the Lake*; and *George Heriot*. Sir Walter Scott was born at Edinburgh, August 15th, 1771; died at Abbotsford, September 21st, 1832. A large marble statue of Sir Walter, and at his side his pet dog Bevis, is placed under the canopy of the monument. Under the foundation stone is located a plate bearing the following inscription by Lord Jeffrey:

“This graven plate,
deposited in the base of a votive building
on the fifteenth day of August, in the year of
Christ 1840,
and never likely to see the light again
till all the surrounding structures are crumbled
by the decay of time, or by human or elemental
violence,
may then testify to a distant posterity that
his countrymen began on that day
to raise an effigy and architectural monument
to the memory of Sir Walter Scott, Bart.,
whose admirable writings were then allowed
to have given more delight and suggested better
feeling
to a larger class of readers in every rank of
society
than those of any other author,
with the exception of Shakspeare alone;
and which were therefore thought likely to be
remembered
long after this act of gratitude,
on the part of the first generation of his admirers,
should be forgotten.”

The *National Picture-gallery*, founded by Prince Albert in 1850, and completed in 1864, is of the Greek-Ionic order, and was designed by W. and C. Playfair.

The galleries entered from the east portico are assigned to the Royal Scottish Academy's Annual Exhibition of the works of living artists. Open from February to May—admission, one shilling. The west gallery contains the permanent collection of the Academy, also a fine collection of the works of the best English, Scotch, and European artists. Admission daily, from 10 to 5.

The *Royal Institution* is situated on the mound which fronts on Hanover Street. It is of the Doric order, and it also was designed by Playfair. The Central School of the *Royal Scottish Academy of Painting, Sculpture, and Architecture* is carried on in this building. In the same premises is the *Statue Gallery* (which contains a valuable collection of casts from the antique) and the *Antiquarian Museum*. To

the west of the mound are located the gardens, which afford agreeable walks, and at the highest point of which is an ancient monument brought from Sweden, made from a block of granite 5½ feet high, with Runic inscription: “*Ari rasti stavn af Hialm Fadur sir; Guth hialbi ant Hans.*” The translation of which is, “Ari erected this stone for Hialm, his father: God help his soul.”

The *Register House*, used as a depository for public records, at the east end of Princes Street, forms a square of 200 feet, and contains 100 apartments, where the public business is transacted, and is surmounted by a dome 200 feet in height. In front of the building is an equestrian statue of the Duke of Wellington, by John Steele, R.S.A. The offices of the Inland Revenue are located on Waterloo Place. The buildings on this street are much admired: the style of architecture light, chaste, and attractive.

Upon the left of the stairway leading to Calton Hill stands the monument erected to Dugald Stewart, designed by Mr. Playfair; near it is the Observatory. On the summit of the hill Nelson's Monument is located, and from this point Burns's Monument is visible, also the Jail, the valley at Holyrood, Arthur's Seat, Lammermoor, and Pentland Hills.

Near Nelson's Monument is the National Monument erected to the memory of the heroes of Waterloo. It was intended as an imitation of the Parthenon, but was never finished, owing to a want of funds. In Calton church-yard is a monumental tower erected to the memory of the historian, David Hume.

St. Giles's Cathedral, named after the protecting saint of Edinburgh, retains much of its ancient Gothic work, and its irregular appearance renders it attractive, and bears comparison with many of the finest specimens of this style of architecture. The first mention made of it is in 1350, by a charter of David II. In 1446 it became a collegiate church, and contained forty altars. It was in this church, in 1603, that James VI. delivered his farewell address previous to his departure for England, when about to take possession of the crown. During the Reformation it was made to accommodate four places of worship. Part of it was used as a prison, part for the police

court, part for the chambers of the town clerk. The part at the south end of the transept, used as the "Old Kirk," was the scene of a most amusing incident in 1637, which gave much popularity to the second Reformation. A rather choleric "green-wife," Jenny Geddes, had brought her stool with her to church on the memorable day on which the obnoxious Liturgy of Laud was to be introduced into Scotland by authority. The Bishop of Edinburgh had just asked the dean to read "the Collect for the day," when Jenny exclaimed, "Colic, said? the de'il colic the wame o' ye; wud ye say mass at my lug?" and she lifted up her stool and sent it flying at the dean's head. The stool is now preserved in the Antiquarian Museum, and Dr. M'Crie says it was well for the dean that he had learned to "jouk," or the consequences might have been serious.

The *University of Edinburgh*, founded by James VI., is a fine educational establishment, having a library containing 130,000 volumes, and a museum rich in objects of natural history. The *Royal College of Surgeons*, a handsome Grecian edifice, and the new *Medical School*, should be visited. The museum is in front of the building; visitors are admitted by an order from a Fellow by application at the door. The Barclay and Bell collections are well worth a visit. One of the most attractive features of the city is the George IV. Bridge; and the Grayfriars' church-yard, formerly the garden belonging to the monastery of the Grayfriars, and now used as a cemetery, is interesting from the fact of many of Scotland's most distinguished men being interred there. The largest square in the old town is George's, where were located the principal residences of the nobility. St. Andrew's Square is the principal business portion of the city: in the centre is the Melville Monument. On the north-west corner is located the house where Lord Brougham was born, and on the southwest corner the residence of David Hume.

In the centre of Parliament Square stands the equestrian statue of Charles II., considered a fine piece of statuary. Here may be seen a slab let into the pavement with the letters J. K. This is the burial-place of John Knox, the great Reformer. The place is considered a part of the cemetery of St. Giles's Church, which stands near. Parlia-

ment House, where the meetings of the Supreme Court occur, has been recently renovated; the great hall, with its finely arched roof of carved oak, serves as a promenade for the members of the court when not engaged in carrying on their cases. At the north end of the hall is a statue of Duncan Forbes, of Culloden, by *Roubiliac*. It has the following inscription on the pedestal: "Duncan Forbes, de Culloden, supremæ in civilibus curiæ præsidi judicii integerrimo civi optimo præcæ virtutis viro facultas juridica libens possint anno post obitum quinto." The *Advocates' Library* is rich in printed volumes, amounting to 150,000; also a valuable collection of Scottish poetry, 400 volumes; and 1700 MSS. This is one of the five libraries that are entitled to a copy of every new work that is published in Great Britain. The office of librarian has always been filled by distinguished men and able scholars, and the custom is still continued, the office being now filled by a person experienced as a linguist and otherwise very talented. One of the finest ornaments of the city is Victoria Hall, with its noble spire, which rises to the height of 241 feet. On the north of Lawnmarket is Lady Stairs' Close, the alley in which is laid the scene of Sir Walter Scott's romance, "My Aunt Margaret's Mirror." Over the door, which figures conspicuously in the story, is a coat of arms, and the legend "Fear the Lord and depart from evil."

The next most important memorial of Scotland's ancient splendor is the remains of the palace of *Holyrood*. It was a magnificent building in former days. Both palace and abbey are open to the public every day except Sunday: on Saturday, free; other days by ticket — price sixpence. This palace is the ancient residence of Scottish royalty, and owes its foundation to the miraculous deliverance of David I., who, while hunting in an adjoining forest, was attacked by an infuriated stag, when suddenly a fiery cross appeared in the sky which frightened the animal; the king then founded the abbey to commemorate his deliverance in the year 1128. The most interesting rooms in the palace are those last occupied by the unfortunate Mary; her bedchamber remains in the same state as when she left it; and the cabinet where her secretary and favor-

ite, Rizzio, was murdered, is shown, with marks of his blood still upon the floor.— See Sir Walter's Scott's "Chronicles of Canongate." The roofless choir is shown where once stood the altar before which the beautiful Mary and the next nearest heir to the English crown, Henry Darnley, were united. In the picture-gallery are some frightfully executed portraits of over one hundred of Scotland's kings, evidently painted by the same hand, and from imagination. In this hall Prince Charles held his levees and balls while his army was encamped at Arthur's Seat. Lord Darnley's rooms, with a portrait, are shown on the same floor.

Holyrood Chapel is all that remains of Holyrood Abbey, or Abbey of the Holy Cross. Its style is an elegant illustration of the transition of the Norman into the Gothic architecture. It has been the scene of many interesting historical events. Charles I. was here crowned king of Scotland, James II., James III., and Queen Mary and Darnley were married at its altar. The last time mass was said at its chapel was in the reign of James VII., which excited the people to its destruction at the Revolution. The remains of Scotland's kings, who were buried within the church, were desecrated by the mob in 1688; and it is now extremely difficult to know for a certainty whose bones are there and whose are not of those who were interred within its holy precincts. Rizzio, by the command of the queen, was first interred in the royal vault, but was afterward removed to another part of the chapel.

The Palace Stables have been handsomely restored, and in front a very beautiful fountain has been erected. On its site formerly stood a statue of the queen, erected by the patriotic citizens of Edinburgh. It was so horribly ugly that at her majesty's request it was buried six feet deep in the court-yard of the royal stables.

Notice in the *Palace Gardens* a singular dial called Queen Mary's.

Outside the palace gates there is a singular building called "Queen Mary's Bath," where it is reported that unfortunate lady was in the habit of taking white-wine baths to protect or enhance her personal charms. While some repairs were being made here in 1789, a most exquisite inlaid dagger was found sticking in the roof.

A visit should be made to *John Knox's House*, in High Street. It is shown on Wednesdays and Saturdays, from 10 to 4; fee, sixpence. Over the door is the inscription, "*Lufe God abuf all, and ye nychtbour as yiself.*" He died here November 24, 1572, in the sixty-seventh year of his age.

St. Mary's Cathedral, designed by Sir Gilbert Scott, is also worth a visit.

One of the sights of Edinburgh is Hal-kerston's Wynd, the house of Allan Ramsay, the bookseller and poet.

Canongate Tolbooth and Court House, with its projecting clock over the entrance, is a fine specimen of the Scottish architecture of the 16th century. It was built in 1591. Over the entrance are the arms of the once independent burg of Canongate, with the motto, "*Sic itur ad astra.*" Not very appropriate to a place of confinement. At the east end of the building notice an old stone pillar to which scolds and slanderers were fastened by an iron collar.

Canongate Church was erected in 1688; it stands at the east of the jail and back from the street. The *Church-yard* deserves a visit on account of the many notable persons there interred; among the number were Adam Smith, Dugald Stewart, Dr. Adam Ferguson, David Allen, and the poet Robert Ferguson. This latter died at the early age of twenty-three. When Burns visited Edinburgh in 1786, his first visit was to the grave of his "elder brother in the Muses;" he was affected even to tears, and from the first money he received from the publication of his poems he erected a monument to the memory of his brother poet. On its face he had engraved the following touching inscription:

"No sculptured marble here! No pompous lay!
No storied urn or animated bust.
This simple stone directs pale Scotia's way
To pour her sorrows o'er her poet's dust."

On the other side of the monument are the following words: "By special grant of the managers to Robert Burns, who erected this stone, this burial-ground is to remain sacred to the memory of Robert Ferguson."

The *Old Cross of Edinburgh* was restored in 1866: it consists of a single stone twenty feet high, surmounted by a unicorn. It formerly stood upon an octagon base, fifteen feet high and sixteen in diameter,

from which in olden times the royal edicts were read. It was removed in 1756 to the estate of Lord Somerville at Drum, and erected on his lawn, the town council having thought it encumbered the street, which was a mere pretext.

Sir Walter Scott indignantly spoke of its removal:

“Dun-Edin’s Cross, a pillar’d stone,
Rose on a turret octagon
(But now is razed that monument
Whence royal edict rang,
And voice of Scotland’s law was sent
In glorious trumpet clang).
O! be his tomb as lead to lead
Upon its dull de-royer’s head—
A minstrel’s malison is said.”

It is erected nearly on the same spot within the railings of St. Giles’s Church, and Sir Walter’s spirit is appeased. The city is indebted to David Laing, LL.D., and James Drummond, R.S.A., for its restoration.

The *New Post-office*, at the east end of Princes Street, should be visited. It is a very handsome building, in the modern Italian style. The corner-stone was laid by the Prince Consort, October 23, 1861; and the work, which was designed by Robert Matheson, has been admirably carried out. The *Register* office is immediately opposite.

On North College Street stands the *Museum of Science and Art*, a handsome building, erected at the expense of the government from designs of Captain Fowke, R.E. The corner-stone of the building was laid by the Prince Consort in 1861; the museum was opened under the auspices of the Duke of Edinburgh, May, 1866. It is four hundred feet long by two hundred wide, and is built of stone, iron, and glass. The architecture is of the Venetian character, and the columns and pilasters of red stone have a very pretty effect on the white surface.

The *Natural History* collection is situated in the east wing. There is suspended from the ceiling of the gallery probably the largest skeleton of a whale that has ever been preserved. Its length is nearly eighty feet. The whale was found floating at the mouth of the Firth, in 1829, by some fishermen from Dunbar. The specimens of birds amount to ten thousand.

The galleries contain well-arranged specimens of the principal materials used

in the arts and manufactures, showing their progress from the earliest ages. The specimens of raw material are exceedingly interesting. The ground-floor is principally occupied by the materials used for the construction of houses.

The *Geological* collection is large, and embraces that made by the celebrated Hugh Miller.

The *School of Arts*, founded in 1821, is one of the best institutions in the kingdom. It stands immediately opposite the *Museum of Science and Art*.

Grayfriars’ Church and Church-yard. Old Grayfriars’ Church was erected in 1612; but in 1718, being used at the time as the town powder-magazine, it was blown up. It was here that the National Covenant was first signed in 1638. The church has since been restored. The interest is, however, centred in the church-yard, where the dust of the different leaders of separate factions rests forever. Here also lie the remains of Allan Ramsay, the Scottish poet, George Buchanan, the Latin poet, Robertson, the historian, Dr. Black, the great chemist and philosopher, and others. The most interesting monument in the church-yard is the Martyrs’ Monument, which contains the following inscription: “From May 27, 1661, that the most noble Marquis of Argyle was beheaded, to the 17th of February, 1688, that Mr. James Renwick suffered, were one way or other murdered and destroyed for the same cause about eighteen thousand, of whom were executed at Edinburgh about one hundred of noblemen, gentlemen, ministers, and others, noble martyrs for Jesus Christ.”

On the north side of the same grounds is the monument of Sir George Mackenzie, the king’s advocate during this time of persecution, who secured the title of “Bloody Mackenzie” from Davie Deans, who said, “He will be kenned by the name of Bloody Mackenzie so long as there’s a Scot’s tongue to speak the word.” Not long since it used to be the test of a boy’s courage to cry after nightfall in the keyhole of the tomb—

“Bluidy Mackenzie, come oot if ye daur;
Lift the sneck, and draw the bar.”

But they never waited to see if Mackenzie responded to their threat.

A few minutes’ walk from Grayfriars,

and the gate of *Heriot's Hospital* is reached. This is one of the handsomest edifices in the city; it was finished in 1660, and owes its existence to George Heriot, jeweler to James VI. Its object is the maintenance and education of fatherless boys, or boys whose parents are in indigent circumstances. The management is vested in the town council and clergy of the city. Orders to see it can be obtained at the Secretary's office, Royal Exchange, High Street.

Donaldson's Hospital is a magnificent structure, built from designs by Playfair, and erected in the Tudor style of architecture. It is a quadrangular building, two hundred and seventy feet long on either side. It was endowed and built for the education of two hundred poor boys and girls by James Donaldson, an Edinburgh printer, who bequeathed over one million of dollars for that purpose. The building is situated in such a conspicuous position that travelers can not fail to see it on arriving and departing from the city.

The hospitals of Edinburgh are most numerous; charity is one of the first and greatest of the virtues of its citizens. There are, in addition to those already named, Stewart's Hospital, Watson's Hospital, and the Orphan Hospital.

One of the first things the traveler should do on arriving at Edinburgh is to take a drive over the winding road around *Arthur's Seat*, called the *Queen's Drive*. South of Holyrood is the *Queen's Park* and *Salisbury Craigs*, whence a magnificent view may be had. Ascending up *Radical Road*, so called from the political principles of the workmen employed in its construction in 1821, we arrive at *Arthur's Seat*, a massive mountain over eight hundred feet high. It has the outline of a recumbent lion, and is a beautiful object in the surroundings of the city of Edinburgh. Sir Walter Scott describes it in his "Chronicles of the Canongate":

"A nobler contrast there can hardly exist than that of the huge city, dark with the smoke of ages, and groaning with the various sounds of active industry or idle revel, and the lofty and craggy hill, silent and solitary as the grave; one exhibiting the full tide of existence, pressing and precipitating itself forward with the force of an inunda-

tion; the other resembling some time-worn anchorite, whose life passes as silent and unobserved as the slender rill which escapes unheard and scarce seen from the fountain of his patron saint. The city resembles the busy temple where the modern *Conus* and *Mammon* hold their court, and thousands sacrifice ease, independence, and virtue itself at their shrine; the misty and lonely mountain seems as a throne to the majestic but terrible genius of feudal times, when the same divinities dispersed coronets and domains to those who had heads to devise and arms to execute bold enterprises."

The hill is supposed to have taken its name from the British Prince Arthur, who gained a victory over the Saxons in the neighborhood in the sixth century.

From this proceed to *Calton Hill* (already described), and note the contrast.

George Street will soon display a row of very fine monuments. At the intersection of Hanover Street there is now a statue of George IV., and of William Pitt at Pitt Street, both by Chantrey; in the centre of Charlotte Square have lately been erected the national monument to the Prince Consort, and one to Dr. Chalmers, both by Steele, an artist who has acquired a fine reputation.

Excursions in the vicinity of Edinburgh: to Leith, Newhaven, and Granton. Trains start every half-hour. There are also omnibuses and tramway cars.

Leith, the sea-port of Edinburgh, and most important naval station on the east coast of Scotland, is about a mile and a half from the centre of the city. There is here a splendid graving dock, which cost \$400,000; also a floating dock. One mile west of Leith is the elegant Granton Pier, constructed recently by the Duke of Buccleuch; also a fine harbor and breakwater. The North British Railway trains here cross for Fife and the North. The luggage trains are run into vessels covered with rails. Between Granton and Edinburgh is the Royal Botanic Garden and the Edinburgh Cemetery, which is laid out with much taste. Near here is St. Mary's, the neatest church in the city.

Opposite Leith is *Burntisland*, where trains are waiting to convey passengers on the arrival of the steamer to *Elie*, *Anstruther*, *St. Andrew's*, and *Dundee*. *Burntisland* is a

favorite watering-place for the citizens of Edinburgh, and contains 3300 inhabitants. Hotel, *Forth*.

Perhaps the most interesting and lovely of all the excursions in the vicinity of Edinburgh is that to *Hawthornden*, *Roslin Castle* and *Chapel*, and *Dalkeith Palace*. As the days on which each of these places is open are liable to change, inform yourself by inquiring at your hotel what day you can see them all. A carriage had better be taken from the city, although one can reach all the places by rail. The train might be taken from Waverley Bridge to Hawthornden station, and return from Roslin by the Edinburgh and Roslin coach. Dalkeith Palace, the farthest point, is only nine miles from the city.

Hawthornden was the lovely residence of the poet Drummond, the intimate friend of Shakespeare and Jonson, and is now inhabited by his lineal descendant. It is considered by all writers one of the most lovely spots in Scotland; it is situated on the River Esk, about five miles from the city. Ben Jonson walked all the distance from London to visit the poet, and spent several weeks with him in this charming retreat. A garden seat is shown where the following greeting took place:

“Welcome, welcome, Royal Ben—”
“Thankie, thankie, Hawthornden.”

Passing up through the exquisite scenery of the Esk, in two miles we arrive at the *Castle of Roslin*, the origin of which is hid in obscurity. It was for many centuries the residence of the ancient family of the St. Clairs, Earls of Orkney and Caithness, whose heirs now own the property. Its chapel, a short distance from the castle, is considered the most beautiful specimen of ecclesiastical architecture in Scotland. It is built in the Gothic style, but the architecture is most varied and singular. Notice particularly the 'Prentice Pillar. There is a tradition that the architect went to Rome to acquire the knowledge of producing one pillar of surpassing excellence, but on his return he discovered that an apprentice had already accomplished the work in such a manner that he had no hope to rival it, when he immediately struck him a death-blow with a hammer. The Barons of Roslin, up to the time of James VI., were all interred beneath the chapel in complete

suits of armor. There is a tradition that immediately preceding the death of any of the Lords of Roslin this chapel appeared in flames: this tradition is exquisitely described by Sir Walter Scott in his ballad of Rosabelle. Two miles from Roslin is the town of *Dalkeith*, at the extremity of which is its palace, which is shown in the absence of the family on Wednesdays and Saturdays. It is the residence of the Duke of Buccleuch. The palace is a large square structure, surrounded by a magnificent park, through which the North and South Esk flow, uniting close to the mansion. The property belonged to the Graham family until the 14th century, but was granted to Sir William Douglas in 1369, on the payment of a pair of white gloves or a silver penny to the king on the Feast of Pentecost. The Earl of Morton, a descendant of Sir William Douglas, in the reign of Queen Mary made this stronghold his head-quarters. At this time, owing to its strength, it acquired the name of the ‘Lion’s Den.’ In 1642 it was purchased by the Earl of Buccleuch, in whose family it has since remained. Charles I. resided here a short time in 1663, George IV. in 1822, and Queen Victoria in 1842.

There are numerous fine portraits by first-rate masters. On the grand staircase we see the Master of the Horse, Sir Nicholas Carew, by Holbein, and a portrait of the Duke of Monmouth. In the drawing-room, the Duke and Duchess of Montague, by Gainsborough, the Duke of Buccleuch, by Sir Joshua Reynolds, a Rembrandt, a Vandyck, a Stag-hunt, by Wouvermans, Adoration of the Saints, by Andrea del Sarto, a fine Claude, and others.

ROUTE No. 60.

Edinburgh to Berwick, via Melrose, Abbotsford, Dryburgh, Kelso, and Coldstream.

Melrose Abbey, Abbotsford (former residence of Sir Walter Scott), and the Abbey of Dryburgh (Sir Walter’s burial-place),

are generally visited from Edinburgh, as they can all be seen comfortably in one day. *This is considered one of the most interesting excursions in Scotland.* Or it might be better to take these places on your way to London, should you first have visited Glasgow, Avr, etc. Or, should you be coming to Edinburgh, first stop one night at Melrose, sending your baggage on to the capital, to the *Hotel Royal*. You will find first-rate accommodations at the *George Hotel*, which is conducted by Mr. Menzies—pay no attention to railway officials, who are paid for endeavoring to make you change your plans: he keeps conveyances for making the excursions to Abbotsford and Dryburgh at fixed prices. The day before you arrive drop him a line, and he will have conveyances at the station to meet you.

Leave Edinburgh by the 10.15 train. Time to Melrose, 1 hr. 10 min.

Three miles from Edinburgh *Portobello* is passed, then *Crichton Castle* on the east and *Borthwick Castle* on the west. Queen Mary retreated to the latter a few weeks after her marriage with Bothwell. Passing *Galashiels*, which is an industrious town, and the principal seat of tweed-cloth manufacture in Scotland, we arrive at *Melrose*, a small town containing 1150 inhabitants. Principal hotel, *The George*, admirably conducted by Mr. Menzies, who will supply you with carriage and horses. Notice the *Cross* which stands in the Market-place, with the royal arms of Scotland on the top. Order a carriage for Abbotsford and Dryburgh, and while it is getting ready visit the ruins of Melrose Abbey. The usual tariff to Abbotsford and back is 7s. 6d. To Dryburgh and back, *via* Bemerside Hill, 10s. 6d., and sixpence a mile for the driver. Abbotsford lying to the east and Dryburgh to the west of Melrose, the visitor has to retrace his steps. There are numerous handsome and interesting drives which can be made from Melrose if the traveler have time. From Melrose to Selkirk and Newark, returning on the south side of the Yarrow, 26 miles in all, carriage 20s., without the driver or tolls. From Melrose to Kelso by Mertoun, 30 miles, 22s. 6d., without driver or tolls.

Melrose Abbey, so famous in romance and poetry, is one of the finest specimens of Gothic architecture in Europe, and from it

many of the best architects of the world have received their inspirations. The Abbey was founded by David I. in 1136, but was not completed until ten years later, when it was dedicated to the Virgin Mary. The first monks who settled here belonged to the Cistercian order, and were given to pastoral and agricultural pursuits. Their life was simple and frugal, but in course of time they must have degenerated, as an old song says—

“The monks of Melrose made fat kail
On Fridays when they fasted;
And wanted neither beef nor ale
As lang’s their neebours lasted.”

The Abbey is now all in ruins, with the exception of the church, yet its ornaments and edges are as sharp and fine as when newly cut. The church is in the form of a Latin cross, with a central tower eighty-four feet high, the choir and transept being the best preserved. The principal entrance is by a beautiful Gothic door in the south transept, over which is an exquisite window twenty-four feet in height and sixteen in breadth, the stone-work being perfect. Over this window are niches which formerly contained figures of the Saviour and Apostles, and beneath the window an image of John the Baptist looking upward.

The buttresses and pinnacles contain forms of musicians and plants sculptured in a most exquisite manner. In the southern wall are eight beautiful windows sixteen feet high, the tracery of which is of the most elegant and beautiful description; but the grandest object is the great east window, thirty-seven feet high and sixteen feet broad, with beautiful light tracery and tall, slender shafts, only eight inches thick, of which Sir Walter Scott says—

“Thou wou’d’st have thought some fairy’s hand
“Twixt poplars straight the osier wand
In many a freakish knot had twined;
Then framed a spell when the work was done,
And changed the willow-wreaths to stone.”

Notice the roof of the high altar—it is remarkably beautiful. In the centre is a sitting figure supporting Christ on the cross, with numerous other figures, while the groined ribs of the chancel are elegantly carved in groups of flowers.

The Cloister formed a quadrangle on the northwest side of the chapel, stretching alongside the whole of the nave. There are only seven seats remaining: the arches

over them are carved in a most exquisite style.

Observe the floors of the choir and chancel: here lie the remains of many a gallant knight. At the high altar Alexander II. was buried. On its south side is the grave of St. Waldevus, also James, second Earl of Douglas, who fell at Otterburn, and William Douglas, "The Dark Knight of Liddesdale." The heart of Robert the Bruce is said to have been interred here, when his friend Douglas had made an ineffectual attempt to carry it to the Holy Land.

A flat, mossy stone is pointed out as the grave of the famous wizard Michael Scott, whose magic books were buried with him, and whose funeral is described by the monk in the "Lay of the Last Minstrel:"

"I buried him on St. Michael's night,
When the bell tolled one, and the moon was
bright;
And I dug his chamber among the dead
Where the floor of the chancel was stained
with red,
That his patron's cross might over him wave,
And scare the fiends from the wizard's grave."

The woman who keeps the keys of the Abbey lives close by the entrance; she will expect a small fee.

About three miles from the Abbey stands *Abbotsford*, situated on the banks of the Tweed. The plantations as well as the house are the creation of Sir Walter Scott. Of world-wide renown is this mansion; not that its position or beauty are much to be admired, but the name of the genius that once inhabited it is fresh in the memory of every individual who speaks the English language, and must remain so for ages. *Abbotsford* is now the property of Mr. Hope Scott, who married Sir Walter's granddaughter. The principal apartments in the house are the armory, hung with nearly every kind of weapon. The drawing-room is a spacious apartment, richly furnished in cedar and carved ebony: most of the contents were presented by George IV. to the poet. The dining-room contains many handsome portraits and pictures, one of which is the head of Mary Queen of Scots on a charger; Cromwell, Charles II., etc. The library contains a choice collection of 20,000 volumes. In a small closet off the study is a case containing the last clothes Sir Walter wore—white hat, plaid pantaloons, striped vest,

shoes, and gaiters. In a niche at the upper end of the room is placed the marble bust of Sir Walter taken by Chantrey in 1820. The study, which contains a few volumes of reference, remains nearly as the poet left it. *Abbotsford* is closed to visitors during the winter months. During the remainder of the year they are admitted daily from 12 A.M. to 6 P.M., except Sundays. There is no fixed charge for admission to the house, but a shilling for a single individual, and two and sixpence for a party, is about the usual fee.

Darnick Tower, on the way to Melrose, should be visited: there is a curious museum of relics of border history.

Dryburgh Abbey is one of the most picturesque ruins in Scotland: it was founded by Hugh de Morville, Constable of Scotland, during the reign of David I., 1150. The resident monks were Premonstratensians from Alwick. It was burned by the English in 1322, and again in 1545. James Stuart, of the Darnley family was its last abbot. He was buried under the altar. The structure was originally cruciform, divided into three parts by two colonnaded arches. Notice a fine Norman arch, which was originally the western doorway. The traveler first seeks *St. Mary's Aisle*, a small apartment at the right of the church. It was formerly the burial-place of the Haliburtons, but was gifted in 1791 to two uncles of Sir Walter Scott by the Earl of Buchan, who were descended from the former proprietors on the mother's side. Sir Walter Scott was buried here, at his particular request, on the 26th of September, 1832. His wife's tomb is on his left, but they are both covered by one massive slab of granite, shaped so as to seem two altar-tombs. The simple inscription on the tombstone of the poet is in these words:

"Sir Walter Scott, Baronet.
Died September 21, A. D. 1832."

His eldest son, Colonel Sir Walter Scott, lies on his right, while at his feet lie the remains of Mr. Lockhart, his son-in-law, friend, and biographer. The nave of the church, which was 190 feet long, must have been very beautiful. Nearly every spot of the church, with the exception of *St. Mary's Aisle*, is covered with living green. An open railing in front protects the monuments, at the same time giving every facility to inspect them. Of the Monastery the chapter-house

alone remains intact, although of greater antiquity than the church.

Among the places shown to visitors is a cell devoted to torture. A hole is cut in the stone wall: into this the prisoner's hand was wedged with wood, the hole being so placed that the victim could neither stand nor sit, but must remain on his knees. In another of the cells Sir Walter Scott tells us the Nun of Dryburgh took up her abode, never quitting it until nightfall, when she went in search of food, having made a vow that she would never look upon the sun again until her lover's return. She kept her word; but he never returned, having fallen in the war of 1745. The court-yard, with the tree in the centre, reminds one much of Muckross Abbey. Notice opposite the entrance an old yew-tree, planted the same time the Abbey was built.

At the time of the dissolution of the religious houses the Dryburgh estates were granted to the Earl of Mar, from whose descendants it was purchased by the Earl of Buchan. The ruins now stand in the grounds of Dryburgh House, the property of the Hon. Mr. Erskine. For admission apply at the lodge. The charge for showing the ruins is one shilling for a party of three or under; over that, sixpence each. The ruins of the house where Ralph and Ebenezer Erskine, fathers of the Secession Church, passed their boyhood, are also shown inside the grounds.

On an adjoining hill may be seen the colossal statue of Sir William Wallace, twenty-two feet high, erected by the late Earl of Buchan. There is also a handsome suspension bridge across the river, constructed by the same nobleman. From the ferry it is three miles to *Selkirk*, a dull town with little to see. There is a statue of Sir Walter Scott, and one of Mungo Park, who was a native of the shire.

From Melrose to Roxburgh Junction; time, 25 minutes. Here there is a branch road to *Jedburgh* in 25 minutes.

Jedburgh is the county town of Roxburghshire. Hotels, *Harrow* and *Spread Eagle*. The town contains 3700 inhabitants. It is situated on the River Jed, and has the appearance, as it is, of a place of great antiquity. It was at one time of much importance, and defended by a castle of great strength, with many towers. It was often the rendezvous of the Scottish armies, and

was repeatedly burned and pillaged by the English. The old castle stood on the site of the present jail, and was surrendered to England at one time as security for the ransom of William the Lion. It was also a favorite residence of the Scottish monarchs from David I. to Alexander III.

In the lower part of the town the old mansion is still shown where Queen Mary lay sick for several weeks, her life being despaired of. She had come to Jedburgh to hold the assizes, and having heard that Bothwell had been wounded in an encounter with a notorious freebooter, named John Elliot, and was lying ill at Hermitage Castle, a distance of twenty miles, she rode there and back the same day, forty miles, and was in consequence thrown into a violent fever.

The Abbey is the principal object of attraction: it was founded by David I., and its abbots were at one time very powerful. It suffered much during the English wars, when Scotland was invaded by Edward I. and III. At the time of the Reformation the lands were bestowed upon Sir Andrew Kerr, with the title of Lord Jedburgh, and they are now in the possession of a descendant, the Marquis of Lothian. The north transept, which is entire, is appropriated as a burial-place for that nobleman's family.

An excursion should be made up the Jed River a short distance, if staying a day at Jedburgh. Near by are Bonjedward and Mount Teviot, seats of the Marquis of Lothian, and Hartrigge, the mansion of Lord Chancellor Campbell; also Fernihurst, formerly a strong fortress, now a farm-house.

Returning to Roxburgh Junction, a short distance from Kelso (ten minutes) notice on the left *Floors Castle*, the seat of the Duke of Roxburgh. Admission only on Wednesdays. Permits given at Kelso at the Branch Bank of Scotland. The castle is comparatively modern, dating from 1718, and is very beautiful. A holly-bush in the park marks the spot where James II. was killed while besieging *Roxburgh Castle*. This last is situated on the other side of the Tweed, one mile and a quarter from Kelso. There is very little of its ruins now to be seen, although at one time it was a fortress of considerable extent and importance.

Kelso. Hotels, *Cross Keys* and *Queen's Head*. Population 4700. This town is beautifully situated on the banks of the Tweed, and comprises four principal streets, with a large square, or market-place, in the centre. The Town Hall occupies a place in the square; it was erected in 1816, and has a tower from whence bells ring the chimes and the curfew. The houses are all well built, and the residents seem happy and comfortable. The environs are most beautiful, and have been the subject of numerous poets' praise :

"Bosom'd in woods where mighty rivers run,
Kelso's fair vale expands before the sun;
Its rising downs in vernal beauty swell,
And fringed with hazel winds each flowery dell.
Green spangled plains to dimpled lawns succeed,
And T'ombe rises on the banks of Tweed.
Blue o'er the river Kelso's shadow lies,
And copse-clad isles amid the waters rise."

The ruins of the *Abbey* are among the most magnificent in Scotland, and the church is an elegant specimen of the Romanesque style, verging into the Pointed. The Abbey was founded by David I. in 1128; but it was nearly half a century before it was finished. King David's eldest son, Henry, Earl of Northumberland, was buried here in 1162.

The monks were of the Order of the Benedictines, who, being first established in France, at Tiron, were called Tironenses. They were first settled at Selkirk, near King David's palace, but when he became king by the death of his brother he removed the convent to Kelso, that being nearest the royal palace, or castle, of Roxburgh. Kelso suffered greatly during the wars between England and Scotland on account of its contiguity to the English frontier. It was several times destroyed by fire, and again restored; but it owes its present reduced condition to the Earl of Hertford, who laid it waste by fire in 1545.

After the Reformation it was for a while used as a kirk, and patched up with vulgar masonry and whitewash; but during the present century this has all been removed, and it has been much strengthened in good taste by its present owner. The Earl of Bothwell having been attainted for high-treason in 1592, the estates, which include Kelso Abbey, were conferred on Sir Robert Kerr of Cessford, whose descend-

ant, the Duke of Roxburgh, still holds possession.

A visit should be paid to the Museum, which is open on Mondays, Wednesdays, and Fridays.

A short distance below the town is *Rose-bank*, a small house on the banks of the Tweed, where Sir Walter Scott used to live when a boy, and at Kelso his first productions were printed. He evidently understood the people here well, as he says of their religious feelings—

"The Kelso men slank all away—
They liked not much to hymn nor pray;
Nor like they 't much unto this day."

The Tweed is here crossed by a handsome bridge, which leads to *Ednam House*.

From Kelso to Berwick, 1 hr. 45 min. Passing *Wark* [where is situated *Wark Castle*, celebrated in border history as one of the strongest of the frontier fortresses. It was defended by the Countess of Salisbury against David II., who had laid siege to it, which he was compelled to raise. Edward III., arriving soon after, fell in love with the castle's beautiful defender. It is now the property of Lady Waterford. *Wark Church* is deserving a visit], we arrive at *Coldstream* (one mile from the station). Hotel, *Newcastle Arms*. Population 2450. It was in this town that General Monk raised a regiment in 1660 to assist at the restoration of Charles II. It was named the *Coldstream Guards*, and has ever since retained that denomination. It is one of the most celebrated regiments in the British Army.

In consequence of its proximity to England, Coldstream has, like Gretna Green, been celebrated for the runaway matches and irregular marriages that have taken place there. Several Lord Chancellors of England were married here, Lord Brougham among the number.

Near Coldstream is the ford of the Tweed where the English and Scotch armies crossed when making their inroads into each other's country. The river is now crossed by a fine bridge erected in 1766.

Four miles from Coldstream is *Swinton House*, the seat of the Swinton family, renowned in Scotch history. The estate, with the exception of two short periods, has remained in the same family since the time of the Anglo-Saxon monarchy. It

was originally granted to the first Swinton for having cleared the country of the wild swine which infested it. Many of his descendants were famous warriors. One of them, Sir John Swinton, when in the French service, at the battle of Beaugué unhorsed Thomas, Duke of Clarence, brother of Henry V. :

“ And Swinton laid the lance in rest
That tamed of yore the sparkling crest
Of Clarence's Plantagenet.”

Sir Walter Scott's grandmother was a daughter of Sir John Swinton of Swinton.

In the vicinity is the battle-field of *Flodden*, fought between the English and Scotch armies, September 9, 1513, in which the latter were defeated, after having at one time during the day been the victors. King James IV., his son, Archbishop of St. Andrew's, Marmion, and many nobles of high rank, with ten thousand men, were left dead upon the field of battle.

A short distance beyond, on a steep bank overhanging the river, is *Norham Castle*, formerly a place of great strength and historical importance. It was here that Edward I. resided when called as umpire to settle the dispute between Bruce and Baliol relative to the crown of Scotland. He met the Scottish nobility in an adjoining field, called Hollywell Haugh.

Berwick-on-Tweed. Hotel, *Red Lion*. (See p. 166.)

ROUTE No. 61.

Edinburgh to Berwick-on-Tweed, via Dunbar and North Berwick (South Coast). Time, 2 hrs. 15 min. ; fare, 11s. 6d. = £2 87½.

Three miles from Edinburgh the *Portobello* junction is passed, the road to the right leading to Dalkeith, Melrose, etc. *Portobello* is an interesting sea-side town.

Principal hotel, *Marine*. It is composed principally of pretty villas, has a handsome beach, and is a favorite summer residence of the citizens of Edinburgh.

Passing Inveresk Station, near which is *Musselbury*, connected with the ancient fishing village of Fisherrow by three bridges, one of which is supposed to be Roman. Near by are the *Links*, an extensive plain, covered with greensward, where the Edinburgh races are run and the game of *Golf* is played.

Three miles beyond the village of *Prestonpans* is reached. It was here that the famous battle of Prestonpans was fought between the English forces and the Pretender, Prince Charles Stuart, September 21, 1745. It was decided in about fifteen minutes, the Pretender being the conqueror. The royal army lost five hundred men, the Pretender about fifty. Near the same place, on the banks of a small river called *Pinkie*, the battle of that name was fought in 1547, in which it is said the Scots lost ten thousand men, and the English, under the Protector Somerset, only two hundred! Some distance on the right is Carberry Hill, where Queen Mary surrendered to the rebel nobles, whence she was conveyed to Lochleven.

Two miles farther *Seton House* is passed. This is a modern mansion; it stands on the site of the former magnificent palace of the Setons, for many centuries Earls of Wintoun or Lords of Seton. The fifth Lord Seton was a great friend and warm adherent of Mary Queen of Scots, who wished to promote him to an earldom, which he declined.

The last earl was attainted on account of the rebellion of 1715, when every thing he possessed was sold; and later the famous castle, where Mary repaired, after the murder of Darnley, in company with Bothwell and other gay courtiers, has been removed, and nothing now remains but the church (never completed) to attest the greatness of the Setons.

At the station *Longniddry*, a branch road (four and a half miles) leads to *Haddington*, the capital town of East Lothian, containing 4000 inhabitants. Hotel, *George*. On the southern side of the town is a fine old Gothic ruin of a Franciscan church. This is one of the principal grain markets in Scotland.

About a mile to the south of Haddington

is *Lennox Love*, a seat of Lord Blantyre, and, within sight, *Coalstoun House*, the seat of the Earl of Dalhousie.

A portion of Haddington is called Gifford Gate: this was the birthplace of John Knox.

Five miles south of Gifford is *Yester House*, the seat of the Marquis of Tweeddale. The old castle stands on a small peninsula, and was called "Hobgoblin Hall" or "Bo Hall" in olden times, on account of a capacious cavern said to have been formed by magic art—probably built for supplying water to the castle from the adjoining stream, whose bed is above the level of the cavern:

"I would, Sir Knight, your longer stay
Gave you that cavern to survey:
Of lofty roof and ample size,
Beneath the castle deep it lies,
To hew the living rock profound,
The floor to pave, the arch to round,
There never toiled a mortal arm—
It all was wrought by word and charm."
Marmion.

Drem Junction. A branch railway, five miles long, leads to *North Berwick*. Hotel, *Royal*. This town is finely situated on the Firth of Forth, and is a favorite resort during the summer for bathing, on account of its fine beach. The principal occupation of the inhabitants is herring-fishing. About three miles south of the town rises the conical hill called *North Berwick Law*. It is about 600 feet high, from the summit of which there is a magnificent view:

"And now when close at hand she saw
North Berwick's tower and lofty Law."

An excursion should be made to *Bass Rock*, two miles from the shore (if the weather is pleasant). This most singular rock rises 400 feet out of the water. It is remarkable for the immense quantity of sea-fowl which inhabit it, especially solan geese, which are shot for their feathers. There was formerly a castle on the rock, where prisoners were confined during the wars with England. Boats may be hired at Cauty Bay, one and a half miles from Berwick. Fare, six shillings for a party.

The object of coming to North Berwick is mostly to visit the ruins of the famous *Castle of Tantallon*, the stronghold of the Douglas family.

Every reader of Scott's "Marmion" must remember the celebrated parting in-

terview between Douglas and Marmion in the court-yard of this castle—

"On the earl's cheek the flush of rage
O'ercame the ashen hue of age;
Fierce he broke forth, 'And darest thou, then,
To beard the lion in his den? a Douglas in his
hall?
And hop'st thou then unscathed to go?
No, by St. Bride of Bothwell, No!
Up, warders, ho! let the portcullis fall.'"

The best description of what the castle was is given in Sir Walter's own words:

"Broad, massive, high, and stretching far,
And held impregnable in war,
On a projecting rock they rose,
And round three sides the ocean flows;
The fourth did battled walls inclose,
And double mound and fosse.
By narrow drawbridge, outworks strong,
Through studded gates an entrance long,
To the main court they cross.
It was a wide and stately square:
Around were lodgings fit and fair
An l towers of various form,
Which on the court projected far
And broke its lines quadrangular.
Here was square keep, there turret high,
Or pinnacle that sought the sky,
Whence oft the warder could descry
The gathering ocean storm."

The piers of the old drawbridge are still to be seen, but the principal entrance has been broken up, and the northern walls appear as if they would soon tumble down.

After Douglas, Earl of Angus, was banished in 1526, the castle held out against James V. The castle was eventually destroyed by General Monk. At the commencement of the 18th century the Duke of Douglas sold the estate to Sir Hugh Dalrymple, in whose descendants' possession it still remains.

Returning to Drem Junction, we pass the ruins of *Dirleton Castle*, near which is *Athelstane*, where Home, the author of "Douglas," was minister, and whence he was expelled for writing that work. Some distance to the right is *Hailes Castle*, where Queen Mary spent a portion of her honeymoon with Bothwell.

Linton Station, near which is *Tynningham House*, the seat of the Earl of Haddington; and five miles beyond is *Belhaven*, from which Lord Belhaven takes his title; thence to

Dunbar. Hotel, *St. George*, near the station. Population 3050. This town was created a royal burgh by David II., on account of the celebrated defense made by

its castle when under the command of Black Agnes, Countess of March, against an English army under the Earl of Salisbury. The siege lasted six weeks, when the English were compelled to abandon the attempt to take the castle.

The *Castle of Dunbar* is of great antiquity. It was bestowed as early as 1072 on Patrick, Earl of Northumberland, by Malcolm Canmore, and remained in possession of that family until 1434. Edward II. fled hither after his defeat at Bannockburn. In 1567 Queen Mary gave the keeping of this important fortress to Bothwell, and here she twice sought refuge, once after the murder of Rizzio, and again after her escape from Borthwick Castle, whence as a page she accompanied Bothwell. A few days later she surrendered at Carberry Hill, when this castle was destroyed by the order of the Regent Murray.

On the west of the town are the remains of a monastery of Grayfriars. The only modern building of any importance is a church, erected 1820, on the site of the old collegiate church. It contains a monument to George Home, Earl of Dunbar. Near the town of Dunbar two important battles were fought, in both of which the Scots were defeated; viz., in 1296, when Edward I. defeated Baliol, and on the 3d of September, 1651, when Cromwell defeated General David Leslie, on which occasion ten thousand prisoners were taken by the English. This was a simple case of bad management on the part of Leslie, as Cromwell's army at one time was completely in the power of the Scottish forces.

Passing *Innerwick*, where on the right may be seen the remains of *Thornton* and *Innerwick Towers*, both destroyed by the English in 1547, we see *Broxbourne House*, one of the seats of the Duke of Roxburgh, which Cromwell used as his head-quarters before the battle of Dunbar.

Between *Innerwick* and *Cockburnspath* stands *Dunglas House*, built on the site of an old castle which was originally the stronghold of the Earls of Home, and still gives one of its titles to that family. It was destroyed in 1640 by the explosion of the powder magazine, on which occasion the Earl of Haddington and numerous persons of distinction were killed.

Five miles farther is *Reston Junction*, whence there is a direct road *via Dunse*

to *Melrose, Earlston, and Newton St. Boswell*.

Three and a half miles in the direction of *Dunse* is *Coldingham*, so remarkable for the ruins of its priory, celebrated in border history. It is said to have been established by St. Abb at the commencement of the seventh century. St. Abb was a nun, Ebba, who fled from the Prince of Northumbria, who wished to marry her: having been miraculously saved by the rising of the tide, she founded a nunnery, and became its first abbess. In the ninth century the nunnery was attacked by the Danes, and the nuns, to save themselves from violation, cut off their noses and lips, when the Danes, in revenge, burned the nunnery, nuns and all. On its site King Edgar built the priory, which was once of great extent and magnificence, and became extremely rich and powerful. At the commencement of the present century, in taking down one of the corner towers, a skeleton of a woman was discovered, standing upright, supposed to be a nun of easy virtue:

“And now the blind old abbot rose
To speak the chapter's doom
On those the wall was to inclose
Alive within the tomb.”

About two miles northeast from *Coldingham* is the celebrated promontory called *St. Abb's Head*, one side of which is occupied as a light-house; on the other are the ruins of a monastery.

An excursion should be made to *Fast Castle*, which is the *Wolf's Crag* of the “*Bride of Lammermoor*.”

“The roar of the sea had long announced their approach to the cliffs, on the summit of which, like the nest of some sea-eagle, the founder of the fortalice had perched his eyrie. The pale moon, which had hitherto been contending with flitting clouds, now shone out, and gave them a view of the solitary and naked tower, situated on a projecting cliff that beetled on the German Ocean. On three sides the rock was precipitous: on the fourth, which was that toward the land, it had been originally fenced by an artificial ditch and draw-bridge, but the latter was broken down and ruinous, and the former had been in part filled up, so as to allow passage for a horseman into the narrow court-yard, encircled on two sides with low offices and

stables, partly ruinous, and closed on the landward front by a low embattled wall, while the remaining side of the quadrangle was occupied by the tower itself, which, tall and narrow, and built of a grayish stone, stood glimmering in the moonlight, like the sheeted spectre of some huge giant. A wilder or more disconsolate dwelling it was perhaps difficult to conceive. The sombre and heavy sound of the billows, successively dashing against the rocky beach, at a profound distance, was to the ear what the landscape was to the eye—a symbol of unvaried and monotonous melancholy, not unmingled with horror.”

This castle was at one time the stronghold of the Home family; afterward it came into the possession of Logan of Restalrig, who was implicated in the Gowrie conspiracy. After his death, his body was exhumed and tried for high-treason, and found guilty, when all his possessions were forfeited.

Seven miles farther the ruins of Lamberton Kirk are passed. It was here, in 1503, that the marriage by proxy between James IV. and Margaret, daughter of Henry VII., took place, which was the origin of the union of the two kingdoms. The ceremony took place later at Holyrood, in Edinburgh.

It was here that the toll-gate keeper performed the marriage ceremony for runaway couples, as at Gretna Green.

Before arriving at Berwick, the railway passes over a magnificent structure built over the River Tweed from the castle hill to the Tweedmouth side. This viaduct, constructed by Mr. Robert Stephenson, is 2000 feet in length and 125 high; it has 28 arches, cost £600,000, and is one of the finest works of the kind in Great Britain.

Berwick-on-Tweed. Hotels, *Red Lion* and *King's Arms*. Population 15,500. In former times this was a most important town, standing as it did on the frontier of both England and Scotland. It was ceded to England in 1482, but was made independent of both countries by Henry VIII. During the border wars it was continually taken and retaken by both England and Scotland. Baliol was here crowned King of Scotland by Edward I. It was besieged by Edward I. in 1296, when a great slaughter of its citizens took place at its capture; also by Edward III. in 1332.

The walls are now a favorite walk of the citizens, but the flanks of the bastions are in ruins, and there is very little to induce the traveler to enter. Ten miles from Berwick is *Holy Island*, on which are the ruins of *Lindisfarne Abbey*, one of the earliest seats of Christianity in Great Britain.

Railway to Edinburgh, 57½ miles; to London, 342 miles. Time, 8 and 9 hours; fare, first class, £3 = \$15.

ROUTE No. 62.

Glasgow to Carlisle, via Kilmarnock and Dumfries. Distance, 125 miles; fare, 13s. 3d. = \$3 31; time, 5 hrs. 30 min.

To Dalry Junction. See Route No. 44.

The first place of importance is

Kilmarnock. Hotel, *George*. Population 23,000. This is one of the principal towns in Ayrshire, and is noted for its manufactures of carpets, shawls, and boots and shoes. It is also noted from the fact that the first poems published by Robert Burns were published in this town, and here resided his warmest and dearest friends. Railway to Troon, nine miles; to Ayr, fifteen miles. One mile from Kilmarnock is *Dean Castle*, the ancient seat of the Earls of Kilmarnock, the last of whom was executed in 1745.

At *Hurlford Junction* an excursion should be made to *Galston*, near which is *Loudon Castle*, purchased in 1868 by the Marquis of Bute from the Marquis of Hastings for one and a half million of dollars. The grounds are charming. Six miles from here is *Loudon Hill*, where Bruce in 1307 defeated the Earl of Pembroke in a pitched battle.

Seven and a half miles from Hurlford Junction, and *Mauchline* is reached. Hotel, *Loudon Arms*. See Route No. 44. This town is situated about one mile from the River Ayr, and eleven miles from the town of Ayr, and is noted for being the spot where Burns spent the three most eventful years of his life. After the death

of William Burns, his father, he removed with his brother, mother, and family to *Mossiel*, a farm that he and his brother Gilbert had taken, situated about one mile north of Mauchline. Here he lived from the age of twenty-five to twenty-eight, and here he wrote his principal poems. The farm consisted of one hundred and twelve acres; but Burns only nominally worked upon it. It is said in Mauchline that he was "fond of his toddy," and was a "wicked de'il," and his reputation was getting very bad; in fact, he was on the point of leaving the country for the West Indies, when the hastily prepared Kilmarnock edition of his poems commenced to attract such attention that he was advised to go to Edinburgh and superintend another and completer edition. He did so, and burst forth on the literary world a star of the first magnitude. While in Mauchline he fell in love with Jean Armour, the daughter of a stone-mason; and after great difficulty, and much opposition on the part of her relatives, they were married in the old Mauchline Castle, the house where Burns's friend Gavin Hamilton lived. The house up the lane, beyond the Whiteford Arms Inn, is pointed out as Mrs. Burns's residence before her marriage. The church and church-yard are the principal objects of interest in the town. The church-yard is the scene of the "Holy Fair," and opposite is the cottage of "Posie Nansie," where the "Jolly Beggars" held forth.

For a description of the "Braes of Ballochmyle" (distant two miles from Mauchline), and other localities of Burns, see Route No. 44.

Leaving Mauchline, the road passes over "Ayr Water" by a splendid viaduct 200 feet high, and of a single arch, and four and a half miles farther arrives at *Auchinleck Junction*, whence there are branch roads, on one side to Ayr (see Route No. 44), and on the other to *Muirkirk*, a distance of ten miles. There are some furnaces here belonging to the Bairds. Three miles from the junction, on the same road, is *Lugar*, near which, at *Aird's Moss*, is the scene of a battle between the Royalists and Covenanters. An obelisk has been erected to Richard Cameron, one of the leaders.

Three miles from the station is *Auchinleck House*, the residence of the Boswell family. James Boswell (Johnson's com-

panion and biographer) lived here. His father was Lord Auchinleck, a Judge of Sessions.

Continuing on the route to Dumfries, in five minutes *Old Cunnick Junction* is passed, near which is *Dumfries House*, one of the seats of the Marquis of Bute.

Fifteen miles farther is *Sanguhar*, formerly a place of considerable importance. In the 17th century the citizens, who were mostly Covenanters, renounced their allegiance to the king, declaring war against him. To the south of the town may be seen the ruins of an old castle. Two miles hence is *Ellislock*, the birthplace of the "Admiral Crichton," so called on account of his universal accomplishments.

Passing through a tunnel over four thousand feet long, and then over a magnificent viaduct, *Carron Bridge* is reached; two miles from which is *Morton Castle*, situated on the margin of a deep vale. It was founded at the commencement of the 11th century by De Morville, and was in the possession of Baliol when his property was confiscated. Bruce made a grant of it to the Regent Murray, who lived here during the reign of David II. It again passed into the possession of the Douglas family, whence they took the title of Earl of Morton. It is now the property of the Duke of Buccleuch.

Three miles from Carron Bridge is *Thornhill Station*. (The town is about a mile from the station.) Hotel, *Buccleuch Arms*. A rather neat little place. Thornhill Station is also the station for *Drumlanrig Castle*, the principal seat of the Duke of Buccleuch and Queensberry, which occupies a fine position about four miles from the station. The castle, which is built of red stone, was erected in 1685 by the first Duke of Queensberry, minister of James II. The flower-gardens extend in terraces to the banks of the Nith, one of the most lovely rivers in the south of Scotland. The park, which is of great extent and beauty, contains numerous charming walks, on one of which is *Tibbers Castle*, reduced to ruins by Bruce in 1311, and supposed to be of Roman origin.

The monuments of the Queensberry family are contained in the church of Durisdeer.

Three and a half miles from Thornhill is *Closburn Station*, near which is *Closburn*

Castle, an ancient seat of the Kirkpatrick family. The Empress Eugénie is maternally descended from this family. Near the station is the *Wallace School*, one of the best in Scotland.

Crossing the River Nith at Auldgirth Station by a handsome bridge, we arrive at *Dalswinton*, near Holyrood Station (where once stood an abbey, founded by Devorgilla Baliol). This was formerly the residence of the Millers, and Patrick Miller, as early as 1788, made the experiment of propelling a small steamer by steam on the adjoining lake. The steamer is still to be seen in the park.

Three miles farther and we arrive at *Dumfries*. Hotels, *Queensberry* and *King's Arms*. This town is situated on the left bank of the River Nith, and contains 15,500 inhabitants. Its principal commerce is in cattle and sheep, with considerable manufactories of woollens and tweeds. About the beginning of the 12th century it became a royal burgh. Nearly a century later Devorgilla erected a monastery for Franciscan friars, and built a bridge across the Nith for the purpose of endowing by tollage the religious institution. This bridge, which is considered the oldest in Scotland, consisted originally of thirteen arches, only six of which now remain. A new bridge was erected in 1795, and only foot-passengers now cross the old one. On the site of *Grayfriars' Church* formerly stood the castle erected by Edward I. It was in the church of the monastery that Red Comyn stood when murdered by Bruce. Comyn was brother-in-law of Bruce, also his rival for the crown of Scotland; but being detected in holding treasonable correspondence with the English king, Bruce and some friends hurried to Dumfries to demand an explanation. The meeting took place in the church before the high altar. Bruce accused him of falsehood and treachery, and high words having followed, Bruce stabbed him to the heart in a fit of passion, and hurrying from the church met his friend, the head of the Kirkpatricks, saying, "I doubt I have slain Comyn."—"You doubt," said Kirkpatrick; "I'll make sure;" and went in and finished the bloody work.

Dumfries is better known to-day by the English-speaking world as the place where the poet Robert Burns spent the last years

of his life than by any other reason. The house is shown in which he lived, after he gave up the farm at Ellisland, for eighteen months, when following his avocation of exciseman; it is situated at the bottom of Bank Street. Also the one where he spent the last three years of his life, and where he died, July 21, 1796, in Burns Street. His widow lived in the same dwelling for thirty years after his death, and survived him thirty-eight years. The house is kept as nearly as possible in the same state as when occupied by the poet.

The monument erected to the memory of Burns is situated in the old church-yard of St. Michael's Church. It was built by public subscription, and consists of a Grecian temple, containing a sculpture by Turnarelli, representing the genius of Scotland investing Burns with her inspiring mantle. Burns was originally buried at the northern corner of the church-yard, but there not being sufficient room to erect the monument there, his body was removed nineteen years later to the present site of the mausoleum.

There are several very interesting excursions in the vicinity of Dumfries.

Lincluden Abbey, situated one mile and a half from Dumfries, close to Lincluden House. The abbey was originally a convent for Benedictine nuns, but owing to the immorality of its inmates it was suppressed by Archibald, Earl of Bothwell, and afterward became a college. The roofless chapel, which exhibits some traces of beautifully carved work, contains a monument to Margaret, Countess of Douglas, daughter of Robert III.

Eight miles south of Dumfries is situated *New or Sweetheart Abbey*, so called from its being the repository of the heart of John Baliol. The abbey was founded by his wife Devorgilla in 1275, for the monks of the Cistercian order. After her husband's death, she carried his heart at all times in her bosom, and requested that it should be buried with her, which was done, and she was herself buried here. The tower of the abbey is almost perfect. The style is the Early English, but the windows are pointed. The church was cruciform in shape; the main arches are nearly all perfect.

On the opposite or east side of the river, nine miles from Dumfries, on the shore of the Solway Firth, is situated *Caerlaverock*

Castle, a most interesting and picturesque structure. It was for a long time the chief seat of the Maxwells, Earls of Nithsdale, in whose family it still remains. It was besieged and taken in 1300 by Edward I. in person, and thirteen years afterward retaken by Bruce. It was destroyed by the Earl of Sussex in 1570, and restored the following century. Its principal feature is one of the round towers of the triangle, called Murdoch's Tower, on account of Murdoch, Duke of Albany, having been confined in it previous to his execution at Stirling.

Over the arch of the entrance gate is the crest of the Maxwells, with the motto, "I bid ye fair;" also the date of the last repairs.

In Caerlaverock church-yard Sir Walter Scott erected a monument to Old Mortality.

Eight miles from Dumfries we pass *Ruthwell Station*, two miles south of which, in the manse garden, is a famous sculptured cross, supposed to be as early as the 7th century, and considered the most important Runic production in Great Britain. In the church-yard there is a tomb to a Mr. Young, who lived about the middle of the 16th century, and died leaving thirty-one children—all by the same wife.

About one mile to the west is *Comlangan Castle*, surrounded by an extensive forest, formerly the residence of the Earls of Mansfield.

After passing *Cummertrees*, near which is *Kinnmont House*, one of the seats of the Marquis of Queensberry, *Annan* is reached. Hotel, *Queensberry Arms*. Population 3200. The town is situated on the left bank of the River Annan, which empties into the Solway Firth just below the town. It was created a royal burgh by King Robert Bruce, and ranks as one of the most ancient towns in Scotland. Hugh Clapperton, the celebrated African traveler, was a native of this place. It was here that Baliol summoned the barons to meet him after he had been crowned at Scone, when he was surprised by Douglas at the head of a large cavalry force, and was obliged to fly for his life on a bare-backed horse and unattended.

At the junction of the Dumfries and the Caledonian Railway on Sark River, the boundary-line between England and Scotland, is situated *Gretna Green*, a small strag-

gling village, with a small roadside inn of world-wide notoriety as a favorite temple of Hymen: owing to the difference between the marriage laws of Scotland and England, any one could here legally perform the marriage ceremony. A tobacconist for many years performed the rites, and on hundreds of occasions was closing his book when the sound of the swift pursuers was heard in the distance, just in time to be too late. Since 1856 these marriages have been suppressed by Act of Parliament.

Carlisle. See "England."

ROUTE No. 63.

Edinburgh to Carlisle (direct), via Caledonian Railway. This route is not considered so interesting as the "Waverley Route" (Route No. 65, *via* Melrose, Selkirk, and Hawick), there being no considerable place on the line, but there are many of secondary importance. The distance is 101 miles; time by express, 2 hrs. 25 min.; ordinary trains, 3 hrs. 5 min. and 4 hrs. 20 min.; fare, 16s. = £4.

A few miles from Edinburgh, on the right, *Dalmahoy Park* is reached. This is the seat of the Earl of Morton. Among the curiosities of the mansion are the keys of Locheven Castle, found in the lake after the escape of Queen Mary.

At the *Kirknewton Junction* is *Calder House*, the seat of Lord Torphichen, finely situated on the banks of the Marieston Water. A room is here shown where John Knox first administered the Holy Communion in the Protestant manner.

Passing *Carstairs Junction*, supposed to have been a Roman station, *Carstairs House*, a fine modern mansion, situated between the station and the River Clyde, is visible. It contains some fine pictures by ancient and modern masters. At *Synington Junction* a branch line diverges to *Peebles* and *Melrose*; near it may be seen the ruined tower of *Lamington*, a part of the

possessions of the wife of Sir William Wallace, who married the heiress of Lamington. It was here that Robert Burns left the following epigram on a seat in the church, where the proceedings did not seem to take his fancy :

"As could a wind as ever blew ;
A cauldier kirk, and in 't but few ;
As could a minister's e'er spak—
Ye'll a' be het ere I come back."

Passing *Abington Station*, situated at the junction of the Clyde and Glengonner, on the right may be seen the seat of Sir Edward Colebrook. This is considered an excellent locality for fishing. Gold mines were worked here about the middle of the 16th century.

Three miles farther the village of *Crawford* is passed, close to which stands the ruins of Lindsay Tower, formerly the seat of the Earls of Crawford.

Winding through the Lowther Hills, from which the Rivers Clyde, Tweed, and Annan take their rise, we pass near Beattock Station the ruins of *Auchencass Castle*, once the stronghold of the Regent Murray.

Two miles from Beattock Station, by omnibus, is the dull but interesting town of *Moffat*. Hotel, *Annandale Arms*. It is particularly noted for its mineral waters, and during the summer months a considerable number of persons resort here for the purpose of drinking them and making excursions in the vicinity, the air of the locality being considered healthy and bracing. The mineral spring is called *Moffat's Well*, and is situated on a gentle acclivity about one mile and a half from the town. The smell and taste of the water are in the highest degree disagreeable. The mountains in the vicinity are the highest in Scotland (Hartfell), to the peaks of many of them excursions can be made, and the walks and drives in the neighborhood are exceedingly interesting, one of which is to the *De'il's Beef Tub*, a semicircular hollow of great depth, where the River Annan takes its rise. Six miles from Moffat are the interesting ruins of *Lochwood Tower*, an ancient residence of the Johnstones of Annandale. It was built about the 14th century ; but was destroyed in 1585 by the Maxwells, who with the Johnstones embroiled the peace of the country for many years, each party claiming the wardenship of the Western Marches.

One of the loveliest excursions is that to Loch Skene, St. Mary's Loch, and Yarrow by the "Gray Mare's Tail," and Craigeburn, through the vale of Moffat's Water. The house of Craigeburn is alluded to in one of Burns's songs :

"Sweet fa's the ere on Craigeburn,
And blithe awakes the merrow ;
But a' the pride o' spring's return
Can yield me naught but sorrow."

Loch Skene, from which issues the waterfall of the Gray Mare's Tail, is about one mile long and nearly one half wide. The cataract is one of the highest and finest in Scotland (200 feet). Sir Walter Scott gives a glowing description of both this and the lake in his second canto of "Marmion:"

"There eagles scream from isle to shore ;
Down all the rocks the torrents roar ;
O'er the black waves incessant driven,
Dark mists infect the summer heaven.
Through the rude barriers of the lake,
Away its hurrying waters break,
Faster and whiter dash and curl,
Till down yon dark abyss they hurl.
Rises the fog-smoke white as snow,
Thunders the viewless stream below,
Driving, as if condemned to lave
Some demon's subterranean cave,
Who, prison'd by enchanter's spell,
Shakes the dark rock with groan and yell.

* * * * *
Where, deep, deep down, and far within,
Toils with the rocks the roaring linn ;
Then issuing forth one foamy wave,
And wheeling round the giant's grave,
White as the snowy charger's tail,
Drives down the pass of Moffatdale."

A coach passes daily during the summer to Selkirk through the valley, past *Thirlstane House* and *Eltrick House*, where James Hogg, the Ettrick Shepherd, was born.

Passing *Wamphray* and *Nethercleugh* Stations, *Lockerby* is reached. This place is noted for its sheep and cattle fairs, which are principally held in August. Near the town there is another ruined castle of the Johnstones. There is a branch road hence to Dumfries, fifteen miles distant. Travelers returning from Edinburgh, who have not visited Dumfries, should change cars here.

Four miles from the station of Lockerby, near Lochmaden Station, was the birthplace (by some disputed) of Robert Bruce. The castle in which he was born was pulled down, and a larger one erected on a small peninsula east of Castle Loch. Nothing now remains but a pile of rubbish.

Ecclefechan Station, near which Carlyle

was born, and which is immortalized by Burns in his "Lass of Ecclefechan." Near this is a tower of *Hoddam House*, opposite which is the "*Tower of Repentance*," built by one of the ancestors of Lord Herries. Kirkpatrick is now reached, prettily situated on the banks of the Kirtle. A short distance from this point is the ruined church of Kirkconnell, the scene of the ballad, "Fair Helen of Kirkconnell Lee."

Gretna Green, see Route No. 62 to Carlisle.

ROUTE No. 64.

Edinburgh to Melrose and Galashiels Junction, via Peebles. Time, 2 hrs. 40 min.; fare, 6s. 8d. = £2 70.

Dalkeith, Hawthornden, and *Roslin* are described in the excursions in the vicinity of Edinburgh, and Melrose in Route No. 60. If these places have been visited in the order given, and the excursion No. 60 made direct, there is not much to be seen in this route with the exception of Peebles.

Three miles from Edinburgh, close by Niddry Station, is seen the ruins of *Craigmillar Castle*, situated on an eminence, and surrounded by fine old trees. It is not known by whom it was originally built; but being burned by the English after the battle of Pinkie in 1553, it was much enlarged at that time, and greatly surpassed the generality of Scottish castles of that period. The present ruins consist of a square tower in the centre, one in front, and two behind, with smaller ones at the corners. The outer court is defended by strong walls, then exterior walls and moat, a part of which may still be seen. It was much used as a royal residence, and was the scene of numerous historical incidents. Here John, Earl of Mar, brother of James III., was imprisoned in 1477, and bled to death, having torn off his bandages in a fit of delirium. James V. resided here during his minority, as did also Queen Mary several months after the murder of Rizzio,

and here she was brought as a prisoner after the battle of Carberry. A small room of Mary's is shown, where Bothwell, Murray, and Lethington plotted the murder of Darnley. Since the Revolution the property has been in the possession of the Gilmour family.

There is a small branch railway which leads to the village of *Lasswade*, an enterprising little place, prettily situated on the bank of the Esk River. It was a favorite residence of Sir Walter Scott. De Quincey, and the poet Drummond both lie buried in its church-yard.

Three miles farther is Hawthornden Station, described in Edinburgh and vicinity. Admittance daily, except Sunday and Thursday. Fee, one shilling. *Roslin Station*—see Edinburgh—is about one mile and a half from the chapel.

Pennicuik, situated one mile from the station on the banks of the Esk. The principal paper-mill of Scotland is in this town, and deserves a visit. *Pennicuik House*, the seat of the Clerk family, is a handsome Grecian edifice, well worth a visit. It contains an excellent collection of paintings and numerous historical and Roman relics. The principal apartment is "Ossian's Hall," the ceiling being beautifully painted by Runciman. The scenery is beautiful, and the pleasure-grounds of the most ornamental character: conspicuous is an obelisk to the memory of Allan Ramsay. About three miles from Pennicuik is *Newhall*, described in Ramsay's drama. On the way to which is *Habbie's How*—

"Gae far'er up the burn to Habbie's How,
Wherea' the sweets o' spring and summer grow;
There 'tween twa birks, out ower a little linn,
The water fa's and maks a singin' din;
A pool breast deep, beneath as clear as glass,
Kisses wi' easy whirls the bord'ring grass."

Passing Eddlestone Station, where there are some ancient forts, and near which are the *Milkeston Rings*, the largest ancient camp in the country, we arrive at *Peebles*. Hotel, *Tontine*. This town is prettily situated on the banks of the Tweed, and contains 2100 inhabitants. It is divided into two parts by the Eddlestone River, connected by a bridge. It was an occasional residence of the kings of Scotland, and was the scene of the poem of James I., "Peebles to the Play."

The principal object of interest in the town is the *Chambers Institute*, an old residence of the *Queensberry* family, restored with much taste, and converted into a public institution, containing a library of 10,000 volumes, galleries filled with casts from the antique, a museum well stocked with objects of interest. It contains a large hall, with portraits of James I., Queen Victoria, and of the donor, Mr. William Chambers, of Glenormeston, the publisher. The old Cross of Peebles, which formerly stood in High Street, has been removed to the court of the Institute. The building bears the following inscription: "This edifice, successively the property of the Cross Church; Hays, Lords Yester, Earls of Tweeddale; the Douglasses, Earls of March, and the fourth Duke of Queensberry, was finally acquired by William Chambers; and for the purpose of social improvement presented by him to his native town, 1857."

Mungo Park, the celebrated African traveler, was at one time a resident of Peebles, and practiced as a surgeon in High Street.

The vale of Tweed is thickly studded with castles and fortresses, erected to prevent the marauding freebooters from the English border. One of the principal is *Nidpath Castle*, situated on a high rock projecting over the bank of the Tweed, about one mile from Peebles. It was at one time the chief residence of the Fraser family, one of the most powerful in Scotland, the last of whom, Sir Simon Fraser, was a great friend of Wallace, who with Comyn, in 1302, defeated on Roslin Moor three divisions of the English army on the same day. The estates came by marriage into possession of the Earls of Tweeddale, or their ancestors. The second earl, who declared for Charles II., held out longer here against Cromwell than any other stronghold of the Forth. It was afterward purchased by the Duke of Queensberry, in whose family it remained until the death of the last duke, or "Old Q.," as he was politely called, in 1810. This nobleman, to spite the Earl of Wemyss, his heir of entail, had all the beautiful woods cut down, among which was a magnificent avenue of old trees by which the castle was approached, which action called down the indignation of the poet Wordsworth:

"Degenerate Douglas . . .
To level with the dust a noble horde,
A brotherhood of trees;
Leaving an ancient dome and towers like these,
Beggared and outraged."

The late earl, the new heir, immediately replanted the avenue and other portions of the demense.

Passing *Horsbury Castle*, then *Cardrona Station*, in five minutes *Innerleithen* is reached. Hotel, *Riddell's*.

This is a small watering-place, prettily situated at the junction of the Tweed and Leithen Water, and a favorite resort of anglers. In the immediate vicinity, finely situated on the River Quair, is *Traquair House*, the seat of the Earl of Traquair. Close by is Pirn, the seat of the Horstwig family, and *Ashestiel*, at one time the residence of Sir Walter Scott, and there he wrote "Marmion" and the "Lay of the Last Minstrel."

Twelve miles farther *Galashiels Junction* is reached.

ROUTE No. 65.

Edinburgh to Carlisle, viâ Melrose, Newton St. Boswell's Junction, and Hawick, known as the "Waverley Route," on account of its passing through the districts associated with the writings of Sir Walter Scott. Time, express, 3 hrs. 15 min.; fare, 17s. = §4 25.

The principal objects of interest on this route are described as far as *Newton St. Boswell's Junction* in Route No. 60.

The village of Newton is prettily situated at the foot of the *Eildon Hills*. According to tradition, these three hills were formerly in one, but were changed in a single night by his satanic majesty at the request of the wizard Michael Scott. Notice on a commanding height *Eildon Hall*, one of the Duke of Buccleuch's numerous seats.

Close by is the village of *Lessulen*: one of the principal sheep markets in the south of Scotland was held here.

About two miles from St. Boswell's, beautifully situated on the banks of the river, is *Mertoun House*, the seat of Lord Polwarth.

Thirteen miles farther, and the prosperous manufacturing town of *Hawick* is reached. *Hotels, Tower and Crown*. This is the principal town in Roxburghshire, and contains 11,500 inhabitants. It is situated at the junction of the Slitterick and Teviot Rivers. At the Moat-hill, Sir Alexander Ramsay, while performing his duties as Sheriff of Teviotdale, was seized by the "Dark Knight of Liddesdale" (Sir William Douglas), and confined in the dungeon of Hermitage Castle, and starved to death.

Two miles from Hawick, on the right bank of the Teviot, stands the ancient fortress of *Goldielands*, one of the best preserved fortresses of the border. It belonged to the chieftains of the clan Scott, the last of which was hanged over his own gateway for "March" treason.

About two miles from Hawick is *Branksome Tower*, the scene of the "Lay of the Last Minstrel:"

"Nine-and-twenty knights of fame
Hung their shields in Branksome Hall;
Nine-and-twenty squires of name
Brought them their steeds to bower from stall;
Nine-and-twenty yeomen tall
Waited duteous on them all:
They were all knights of mettle true,
Kinsmen to the bold Buccleuch."

This was the residence of the Barons of Buccleuch during the 15th and 16th centuries. It is now occupied by the duke's chamberlain.

Branksome was noted in ancient times for pretty girls—

"As I came in by Teviot's side,
And by the braes o' Branksome,
There first I saw my blooming bride—
Young, smiling, sweet, and handsome."

The oldest portion of the building is the square tower; the rest dates from the 16th century.

Five miles from Branksome Tower is the Carlenrig church-yard, where rest the remains of the celebrated Johnnie Armstrong, of border notoriety. He was brother to the chief of the clan Armstrong—

"That bold chief who Henry's power defied,
True to his country, as a traitor died,
You mouldering cairns by ancient hunters placed,
Where blends the meadow with the marshy waste,
Mark where the gallant warriors lie."

Armstrong was a kind of freebooter, who levied contributions on all *English* traders; he never, under any pretext, interfered with a "Scottishman." He generally traveled with twenty-four horsemen, well mounted, and made his raids as far as Newcastle. He was enticed by James V. to his camp at Carlenrig, and there with all of his followers hanged on trees. It is said that the trees on which Johnnie and his men were hanged withered away.

From Hawick to *Steel Road Station* is sixteen miles; three miles and a half from which is situated *Hermitage Castle*, a fine old baronial stronghold of the Douglasses, Lords of Liddesdale. It was originally the seat of the Lords of Soulis, of royal descent, the last of whom entered into a conspiracy against Robert Bruce, which was the cause of the downfall of the family. The building was constructed in the thirteenth century by Comyn, Earl of Monteith. One of his family—Lord Soulis, the "Wizard"—was suspected of witchcraft—

"Lord Soulis he sat in Hermitage Castle,
And beside him old Redcap sly."

He was most cruel and oppressive to his tenants and harassing to his neighbors, so much so that frequent complaints were made by his vassals to the Scottish king, who, becoming irritated on the subject, one day in response he answered: "Boil him, if you please, but let me hear no more of him;" and, taking the king at his word, his vassals assembled and conveyed the unfortunate lord to a place called *Nine Stone Rig*, a declivity which descends to the Hermitage Water, and derives its name from a druidical circle of nine stones (five only now existing); on two of them they laid an iron bar on which the caldron was hung, and there they fulfilled the king's order to the letter.

Hermitage was taken by the English in the reign of David, and retaken by Sir William Douglas, the Black Knight of Liddesdale mentioned above; and here that cruel knight confined Sir Alexander Ramsay, of Dalhousie, in a vault below a gran-

ary for the purpose of starving him to death: it is said he lived many days on grains of wheat that had fallen through the chinks of the floor. It was in riding to this castle to see Bothwell that Queen Mary caught a cold that laid her up with a fever.

Fifteen miles from Steel Road Station is *Ridding's Junction Station*, whence there is a branch line to *Langholm* and *Eskdale*. Four miles farther the *Gretna, Annan*, and *Dumfries Road* branches off to the right; and passing *Lineside Station*, ten miles brings us to

Carlisle. See *England* (Index).

ROUTE No. 66.

Dumfries to Stranraer and Portpatrick. Although the distance is only $80\frac{1}{2}$ miles, on account of the single track the time occupied by this route is 4 hrs. 30 min.; fare, 1s. = \$3 50 (changeable).

The first place of any importance on the route is *Dalbeattie*, situated in the valley of the *Urr*. It contains a population of 2000, which is principally employed in the celebrated granite-quarries and paper-mills. All the granite for the Thames embankment was procured from *Dalbeattie*. Six miles farther we arrive at *Castle Douglas*. Hotel, *Douglas Arms*. This neatly built town is situated near the margin of *Loch Carlingwark*, a very pretty lake, studded with islands. About one mile distant, on the *Island of Dee*, is *Threave Castle*, one of the old strongholds of the *Douglasses*. The remains consist of a large square tower of great strength, surrounded by a wall, and three round towers. Over the gateway notice a projecting block of granite, called "the hanging stone," of which the *Douglasses* were wont to boast that "the hanging stone of *Threave* never wanted its tassel!" Interesting object to daily visitors! *Threave Castle* has been the scene of many a bloody tragedy; among the number was the murder of *Sir Patrick McLellan*. The *Earl of Douglas* bribed *Sir Patrick's* ward-

er with the promise of a ladleful of gold; and when the traitor demanded payment, the earl caused the gold to be melted and poured down his throat.

A little farther to the south is *Gelsten Castle*, a more modern structure, belonging to the *Douglas* family.

An excursion should be made from *Castle Douglas* to *Kirkcudbright*. A railway has been opened, and the time occupied is thirty minutes.

[*Kirkcudbright*, so called from "Kirk of *Cuthbert*," contains a population of 2500. It is well built on the *River Dee*, and on the principal street may be seen the ruins of *Castle McLellan*, formerly *Lords of Kirkcudbright*.

About one mile distant is *St. Mary's Isle*, the seat of the *Earls of Selkirk*. Here that bold and intrepid mariner, *Paul Jones*, made a descent for the purpose of carrying off the earl, but fortunately for him he was absent at the time. *Paul Jones* was a Scotchman, but, becoming disgusted with the cruelties committed by the English on the Anglo-American prisoners, he took sides with the Americans, and during the War for Independence made many successful raids on the coast of England. In 1778, at *Whitehaven*, in *Cumberland*, in face of the fort, he entered the harbor and carried off several merchant vessels; and in 1779, with a single vessel, he forced two English frigates to surrender. He visited France after this heroic combat, and was received with immense enthusiasm. He died in *Paris* in 1792.

An excursion should be made to *Dundrennan Abbey*, about six miles from *Kirkcudbright*. The abbey is situated in a very pretty position at the head of a small valley near the sea. The ruins, as they now stand, have been repaired at government expense; but the repairs came too late, as nearly every part of the abbey has disappeared. The north and south walls of the chancel and transepts, with the entrance to the chapter-house, still exist. In the north transept there is a monument to *Alan, Lord of Galloway*, said to be a grandson of the founder.

Dundrennan was the last place in which *Queen Mary* slept in Scotland previous to putting her life into the hands of *Elizabeth* in 1568, and the spot where she embarked is pointed out, and called *Port Mary*.

There is a coach daily to *Gatehouse*, a prettily situated town, but very dull, the only interesting object of attraction being the mansion of *Cally*, the seat of Mr. Murray Stewart. It is built of granite, and the gardens and grounds are of exceeding beauty.]

Continuing our route from *Castle Douglas*, we pass *New Galloway Station*, distant from the town five miles. On the way thither *Kenmure Castle* is passed. This is a seat of the Gordon family. The title of *Kenmure* was created by Charles I., but was forfeited in 1716, the last possessor having been executed for high-treason. The town is pleasantly situated on the River Ken, and contains 4500 inhabitants.

Passing *Palnure Station*, seventeen miles from *New Galloway*, and continuing up the valley of the Cree four miles, *Newton Stewart Station* is reached. This is a town of 2500 inhabitants, originally the residence of the Bishops of Galloway. It contains a fine educational establishment, called the *Evart Institute*, founded by a gentleman of that name.

There is a fine excursion from this town to a lovely little lake called *Loch Trool*. It is nearly surrounded by mountains, some of them rising to a height of three thousand feet. It is quite narrow, and about two miles long. The English force at one time was near being routed by Bruce's men rolling down large stones from the mountains. Lord Galloway has a very pretty residence on the lake.

[There is an interesting excursion from *Newton Stewart* by coach to *Whithorn*, twenty-one miles distant, passing *Wigtown*, a very pretty town, a short distance west of which is the village of *Bladenoch*, celebrated throughout Scotland for its whisky. Across the river are the ruins of *Baldoon*, a seat of the *Dunbars*. Here occurred the circumstances upon which the "Bride of Lammermoor" is founded. The bridegroom was *David Dundas*, and the bride the daughter of *Lord Stair*. Soon after their marriage she stabbed her husband, while laboring under the malady that killed her. Continuing through the village of *Kirkcinner* and *Garlieston*, whence a steamer sails weekly to *Liverpool*, and where the *Earl of Galloway* has a fine seat, *Whithorn* is reached. This town, which contains 1600 inhabitants, is well known from the

fact that the first Christian church in Scotland was here founded by *St. Ninian*, and dedicated to *St. Martin of Tours*.

It is related by *Bede* that the first tribes of North Britain who turned from their idols to worship the true God owed their conversion to the bishop *Ninian*. He here built a church in the fourth century, to which kings and queens, churchmen and warriors, made pilgrimages. *James IV.* of Scotland often made a visit to the shrine of *St. Ninian* twice a year, traveling the whole distance from *Edinburgh* on foot. Nothing remains of the church, and very little of the priory, built in the twelfth century. What little there is is in the Early English style.

Two miles from the town there is a cave, called *St. Ninian's*, on the rocky wall of which a cross is carved.]

Between *Newton Stewart* there is nothing of importance until *Stranraer* is reached, with the exception of *Castle Kennedy*, which had better be visited from *Stranraer*. Hotels, *King's Arms* and *George*. This sea-port town contains 6000 inhabitants. It is situated at the head of *Loch Ryan*, but contains nothing of importance to the traveler. There are numerous gentlemen's seats in the vicinity which would be interesting to visit. Three miles from the town are the ruins of *Castle Kennedy*, erected in the sixteenth century. This castle was formerly the seat of the powerful *Earls of Cassilis*, but is now the property of the *Earl of Stair*. The earl's present seat is about a mile distant. It was finished in 1871, and is called *Inch Castle*. It is erected on an eminence commanding a fine view of two lakes and the old *Castle Kennedy*. The grounds of *Inch Castle* and *Castle Kennedy* are open to the public on *Wednesdays* and *Saturdays*.

Seven miles and a half west of *Stranraer* is *Portpatrick*, the nearest point to the *Irish coast*. Nearly one million of dollars were spent on its harbor for the purpose of a mail-service to *Donaghadee*, but it has been discontinued. Half a mile from *Portpatrick* are the ruins of the *Castle of Dun-skey*.

ROUTE No. 67.

Edinburgh to Stirling (by railway direct), *via the battlefield of Bannockburn, or via Queensferry and Dunfermline.* Time, 1 hr. 20 min.; fare, 6s. = £1 50.

For description of Linlithgow and Falkirk, see Route No. 58.

At Larbert the line for Glasgow is left, and the road passes *Kinaird*, the residence of the great Abyssinian traveler (Bruce), who, after having passed through all the dangers of travel in the interior of Africa, met his death by falling down while handling a lady to her carriage.

Passing through the remains of Torwood forest, where Sir William Wallace escaped from his enemies and found shelter in a tree, we arrive at

Bannockburn, noted for the famous battle fought in its neighborhood. This important event took place June 24, 1314. The English army was composed of 100,000 men, under Edward II., and the Scottish army of 30,000, commanded by King Robert the Bruce. Edward Bruce commanded the right wing, Randolph, Earl of Moray, the left, and the centre was led by Sir James Douglas and Walter Stewart, the Bruce's son-in-law, while King Robert himself commanded the reserves. The spot where his royal standard was pitched was called the *Borestone*: a portion of this stone, in which the standard was stuck, surrounded by a frame-work of iron to protect it from that pest of travelers, relic-hunters, who in a century would leave nothing to be seen by their descendants, may still be seen on an eminence called "Brocks Brae," southwest of St. Ninians.

The English army at the time were advancing to the relief of Stirling Castle, which Bruce was besieging; consequently he had choice of ground, and well did he use it. The Scottish army extended in a northeasterly direction from the Bannock Brook to the village of St. Ninians. The ground was so rugged and broken that his right was perfectly protected. His left was protected by digging pits across the small peninsula between the brook and Milton Bog. These pits were covered with brushwood and green sods. Stakes also were driven in, and spikes scattered around to lame the horses. The flanks be-

ing thus so well protected by defenses artificial and natural, the front was easily guarded, it being so narrow and impeded that the superior force of the English was of little avail. In the rear of the Scottish army there was a hill, behind which Bruce had stationed his baggage, under the charge of "gillies," or servants, and camp-followers. At the moment the English line was wavering, the sudden appearance of these followers (furnished with such weapons as they could most easily find) on the summit of the hill had the aspect of a new army fresh on the field. Confusion immediately spread in the English ranks, and, as if seized with a panic, they fled in every direction.

The loss of the English, in addition to their prisoners, was over 10,000 men, that of the Scots 4000.

About a mile from the field of battle the Earl of Gloucester, nephew of King Edward, made a stand, and fell gallantly at the head of his own military tenants in trying to stop the flight.

The hill on which the camp followers appeared has since been called "Gillies Hill."

The village of *St. Ninians*, to which Bruce's left wing extended, was occupied by the troops of the Pretender in 1745. The church was used as a powder-magazine, and was blown up.

This locality (some three miles to the west) is also celebrated for the battle of Sauchieburn, at which James III. was defeated and slain. The nobles of Scotland, becoming dissatisfied with the government of the king, rose in rebellion, and drew the young Prince James, afterward James IV., into the plot. The king gave them battle, and was defeated, the number against him being much superior. The king, flying from the field, was thrown from his horse, which became frightened at a woman with a water-pitcher; he was carried into Beaton's Mill, close to the village of Milton, in a state of unconsciousness. On recovering he called for a priest, when one of his pursuers, who had just entered, exclaimed, "I am a priest," and stabbed him to the heart. His son, James IV., always felt such deep remorse for his conduct that it is said, to do penance for his act, he wore a heavy iron belt, adding a few ounces to its weight every year as long as he lived.

The prince was but fifteen years of age when he joined in the plot against his father.

Stirling, see Route No. 51.

ROUTE No. 68.

Edinburgh to Dundee and St. Andrews, via Dunfermline.

The distance to Dunfermline had better be made by carriage or coach, which leaves Edinburgh three times each day to South Queensferry. To North Queensferry, across the Firth of Forth, two miles, steamers nearly every hour, thence to Dunfermline, six and a half miles.

Leaving Edinburgh from Princes Street, and passing over the favorite walk of the citizens, we pass Cragleith Quarry, from which all the building material of Edinburgh is procured.

Four miles from Edinburgh *Barnton House* is passed and the river Almond crossed, the banks of which are studded with beautiful residences. The road now passes along the grounds of *Dalmeny Park*, the seat of the Earl of Rosebery, near which stands *Barnbogle Castle*, the ancient seat of the Moubray family.

Crossing the Forth from South to North Queensferry (so called from Margaret, wife of Malcolm Kenmore), near the station is *Hopetoun House*, the beautiful mansion of the Earl of Hopetoun: the grounds and gardens are of great extent, and are laid out with exquisite taste. The mansion contains some fine paintings, but it is not shown; the grounds are open to the public.

In the vicinity is *Abercorn Castle*, once a seat of the Douglasses.

Passing *Inverkeithing*, a small place of no importance, and over a three-mile road, and *Dunfermline* is reached. Hotels, *New* and *Royal*. This interesting town, in ancient times the residence of the Scottish kings, contains 15,000 inhabitants, who are prin-

cipally devoted to the manufacture of linen. The chief object of interest is the *Abbey*, founded by Malcolm III. in 1075. Here the illustrious King Robert the Bruce was interred in 1329, directly in front of the high altar. Eight kings, five queens, six princes, and two princesses of Scotland repose within its walls. Besides the abbey, there are other antiquities of interest at Dunfermline—the ruins of the palace in which David II., son of Robert the Bruce, was born. Richard II. of England burned it in 1385. It was again restored, and Mary Queen of Scots lived here in 1561. The palace was also the birthplace of Charles I. and of his sister Elizabeth, afterward Queen of Bohemia.

Dunfermline Abbey succeeded Iona as the burying-place of the monarchs of Scotland, Macbeth being the last buried in that distant isle.

Only a portion of the *Tower* of Malcolm Kenmore remains standing: in it was born Maude, Malcolm Kenmore's daughter, wife of Henry I. of England, whose body was interred in Westminster Abbey.

Two miles from Dunfermline is *Broomhall*, the seat of the Earl of Elgin. It contains numerous valuable paintings and historical relics; among which is the bed on which Charles I. was born, and the sword and helmet of Robert the Bruce.

Taking the railway at Stirling, and passing *Thornton Junction*, where a line branches off to Leven, we first pass Falkland Road Station, which is three miles from *Falkland*, formerly a residence of the kings of Scotland. It contains a palace, the principal part of which was constructed by James V., although the original castle was erected by a Macduff, Earl of Fife, a descendant of whom (Robert Stewart, Duke of Albany), here starved to death his nephew the Duke of Rothesay, heir to the crown. His life was for some time sustained by a wet-nurse, who conveyed milk from her breast through a reed; she was, however, discovered and put to death. The palace, although small, is particularly beautiful in its style of architecture.

At *Ladybank Junction* there is a branch line to Kinross, Loch Leven; the main line continues on to Perth, and the St. Andrews and Dundee line, passing through a finely wooded country, arrives at *Cupar*, the county town of Fife, containing 5100 inhabit-

ants. Hotel, *Royal*. Although an ancient town, there is nothing of importance to be seen: the ruins of its ancient castle have been torn down, and on its site the Madras Academy built.

A short distance from the town there is an obelisk erected to the memory of the Earl of Hopetoun.

Passing *Dairsie*, near which *Dairsie Castle* stands on a height on the banks of the River Eden, we arrive at *Leuchars Junction*, where the line branches off to St. Andrews. The village of Leuchars possesses some exquisite remains of a Romanesque church belonging to the 12th century. Near the village is *Earl Hall*, an ancient residence of the Bruce family. It consists simply of a square tower, and dates from the 16th century.

Five miles from the junction, *St. Andrews* is reached. This town, which contains 6400 inhabitants, is particularly interesting from its historical associations, and remnants of ancient buildings which it possesses; it is also one of the most agreeable and healthy residences on the eastern coast.

The origin of St. Andrews, originally called Muckross, is unknown; it was formerly the seat of the primate of Scotland, and was a place of great importance. The town abounds in curious houses and antique monuments. On the west stands an antique portal unimpaired, and on the east of the town is the *Cathedral*. This building was founded in 1159 by Bishop Arnold, but not completed until 1318. It was 350 feet in length and 65 in breadth. It was pulled down by the mob, excited against idolatry by a sermon of John Knox, the Reformer. Near the cathedral are the chapel and tower of St. Regulus; the former in ruins, the latter entire. The tower is 108 feet in height, and commands a delightful view. The castle of St. Andrew stands on the northeast of the city, overlooking the sea, and is a very picturesque ruin; it was demolished in 1547. James III. was born here.

St. Leonard's College was founded at the commencement of the 16th century; it contains some interesting monuments.

The *Madras College* is a fine modern structure erected in 1833. It is a juvenile establishment, and averages nearly one thousand pupils. Opposite this is an ancient

church founded by Bishop Wishart in the 13th century.

Returning to Leuchars Junction, the road continues on to Dundee, crossing the great Tay Railway bridge, one of the most magnificent undertakings in Europe. Instead of crossing by ferry-boat as in former times, the North British Railway Company have built a bridge over the Firth of Tay, here two miles wide. The bridge rests on eighty-five piers, some of which are two hundred and forty-five feet apart: the cost was £1,750,000. In the middle it is 130 feet above high-water mark. It was opened for traffic the 30th of May, 1878. A horrible accident occurred here on the evening of December 28th, 1879. In the midst of a fearful storm the bridge gave way while an express train was crossing, and 100 souls were engulfed nearly two hundred feet below.

Dundee, see Route No. 69.

ROUTE No. 69.

Perth to Montrose, via Dundee and Arbroath. Fare, 9s. = £2 25.

For description of Perth, see Route No. 47.

Railway to Dundee in one hour. The distance is diversified by numerous beautiful country-seats. Three miles from Perth is *Kinfauns Castle*, the seat of Lord Grey. On the opposite bank of the Tay are the ruins of *Elcho Castle*, the property of the Earl of Wemyss.

Errol Park, an elegant modern mansion, once the seat of the Earls of Errol, is situated in the midst of beautiful grounds.

On the left is the *Castle of Fingask*, the seat of the Threipland family, which contains numerous relics of the Stuarts, whose cause it warmly advocated both in 1715 and 1745. Some distance to the north may be seen the celebrated Dunsinane Hill, the site of the castle mentioned in Macbeth. It overlooks the "Birnam Wood" in the vicinity of Dunkeld.

Passing Inchtute Station, some distance north of which is *Rossie Priory*, the seat of Lord Kinnaird, a modern house, commanding a fine view of the surrounding country, and containing a collection of ancient and modern paintings.

A few miles farther east is *Castle Hunt-*

ly, erected by Patrick, first Earl of Kinghorn—the same who built Glamis Castle. While in the Glamis family it was called Castle Lyon. Passing *Loudforgan* and *Invergourie*, and the seats of Lord Grey and the Earl of Camperdown, the town of *Dundee* is reached.

The city of Dundee is finely situated on the north side of the Firth of Tay, and contains 118,974 inhabitants (census of 1871). It is the third city in Scotland in point of population and commercial wealth. Principal Hotels, *Royal, Tower, and Eritish*.

Dundee is a place of great antiquity, of which there are numerous proofs, and of considerable historic note in the history of Scotland. It was taken by the English in 1296, and retaken by Sir William Wallace in 1297; taken again by Edward I., and recaptured by Sir Edward Bruce. It was besieged and burned by the Marquis of Montrose, and again by General Monk, one of Cromwell's generals, in 1651, who, when he entered it, mercilessly butchered 200 women and children, and 800 of the inhabitants, including the governor, Lumsden. Many of the Royalists of great wealth had fled with their property to this strong city, and the plunder it is said was immense.

Dundee is one of the principal seats of linen manufacture in the kingdom, 25,000 of its inhabitants being occupied in that business; but its greatest specialty is the manufacture of *Jute* carpeting. This is a substance something resembling hemp, but is the fibre of the jute, an Indian plant, and is made into coarse carpets, mats, sacking, and various objects.

The *Docks*, *Victoria*, *King William*, *Grey*, and *Camperdown*, are the principal objects of interest in the city.

Opposite the end of Union Street rises the *Old Steeple* of St. Mary's Church, 156 feet high, and one of the most interesting towers in Scotland. The church was erected in the 14th century by David, Earl of Huntingdon, after his return from the Holy Wars. The tower was much damaged by Monk, but it has since been repaired.

The ascent of *Dundee Law*, a hill in the vicinity of the town, over 500 feet high, should be made to obtain a splendid view of the locality.

A visit should be paid to the Messrs. Baxter's Spinning-mills, the largest in the city; they are exceedingly interesting.

There are two public parks, of no special interest—one of which was the gift of Sir David Baxter, a citizen of Dundee.

Steamers run daily to Perth, a most interesting means of communication: also to Edinburgh, Newcastle, and London. Railway to Edinburgh, Perth, and Stirling.

Passing *Broughty Ferry Junction* to the right of which stand the ruins of *Broughty Castle*, three miles from Arbroath, *Pannure*, the seat of the Earl of Dalhousie, is seen on the right.

Arbroath. Hotels, *Albion* and *White Hart*. This is a well-built commercial sea-port, containing 20,000 inhabitants. Its principal productions are coarse linen canvas and sail-cloth. During the reign of King John a charter was given to its monastery and citizens, giving the peculiar right to trade with every part of England, London excepted, without taxation. In 1320 the Scottish nobility met here and drew up a remonstrance addressed to the Pope against the claims made by Edward II. on the Scottish sovereignty.

The *Abbey of Arbroath*, or *Aberbrothock*, was founded by William the Lion in 1178, and dedicated to Thomas à Becket: the remains are few and very fragmentary, as the municipal authorities were formerly in the habit of selling the stones for building material. The grave of William the Lion is pointed out before the high altar. The Chapter-house is the most perfect part, and contains a portion of a monument with the feet of a figure resting on a lion.

The Abbots of Arbroath were custodians of the sacred banner of St. Columba.

On the route to Montrose, *Forfar* can be visited by diverging a little to the left at Guthrie Junction.

The coast route to Montrose, distant 16 miles, can be made by carriage, although there is nothing of importance to be seen.

Forfar, seven miles from the junction, is the county town and a place of great antiquity, containing 12,600 inhabitants. Hotel, *County Arms*. It once possessed a castle, the residence of Malcolm Canmore. The town was noted in former times for the number of old women executed as witches. *Salem* was nothing to it. In the county hall may be seen an instrument called "The Witches' Bridle," which was placed on the heads of the miserable victims to prevent their cries being heard. A hollow to the

north of the town is called "The Witches' Howe." To the east of the town are the ruins of the Priory of Restennet.

Six miles by rail, on the road toward Perth, is *Glamis Castle*, the seat of the Earl of Strathmore. Admission to visitors on Fridays (see Route No. 47). Sixteen miles from Forfar is the *Bridge of Dun Station and Junction*, whence there is a road to *Brechin*. Hotel, *Commercial*. This flourishing town, situated on the banks of the South Esk, contains 8000 inhabitants. In former times it possessed an Abbey of Culdees. On the edge of a bank descending to the river may be seen all that remains of its ancient church. It has been modernized and destroyed. Adjoining the church is the *Round Tower*, 85 feet high, with an octagonal spire 25 feet more, displaying a model of symmetry and elegance. *Brechin Castle*, the ancient seat of the Maule family, stands on a precipitous rock in the vicinity of the town. It underwent a siege during the invasion of Edward I. in 1303, and only surrendered when its brave governor, Sir Thomas Maule, was killed. It is still in the possession of the Maule family, the Earl of Dalhousie being the head.

At *Dubton Junction*, a small branch road leads to *Montrose*, an interesting town, containing 14,584 inhabitants. Hotels, *Star* and *White Horse*. It was here that Sir William Wallace landed when coming from France to raise his standard in defense of his country in 1303. It was here also that the Chevalier St. George embarked for France in 1715, and Montrose was also the head-quarters of the Royalists in 1745. It was the birthplace of the Marquis of Montrose, who was born in 1612; it was also the birthplace of Sir Robert Peel and Joseph Hume, whose statues may be seen in High Street. The principal public buildings are the Town-Hall and the parish and Episcopal churches. The South Esk is here crossed by a fine suspension bridge.

There is a small branch railway from Montrose to *Bervie*, on the shore road to *Stonehaven*, which is distant ten miles.

Bervie was made a royal burgh by David IV., and was the birthplace of Coult's the banker.

Between Montrose and Aberdeen is situated the town of *Stonehaven*. Hotel, *Commercial*.

Some three miles from the town, on an

isolated rock may be seen the ruins of the *Castle of Dunnottar*, the ancient seat of the Keiths. It is separated from the land by a deep chasm, approached only by a path winding around the rock, which in former days rendered it almost impregnable. It was taken, however, from the English in 1296 by Sir William Wallace. It was again captured by Edward III. in 1336, although at this period it was simply a rock with a church built on the summit. The castle was built by Sir William Keith toward the close of the 14th century. During the wars of the Commonwealth the Scottish regalia were kept here; the garrison, reduced by famine, were obliged to surrender; the regalia, however, had previously been carried off by Mrs. Granger, wife of the minister of the parish.

It was in the church-yard of Dunnottar that Sir Walter Scott met "Old Mortality" (Peter Patterson).

Dunnottar during the reign of Charles II. was used as a prison for confining the Covenanters.

ROUTE No. 70,

A NEW AND MOST INTERESTING ROUTE.

From Glasgow or Oban to Sound of Mull, Syke, Gairloch, Auchnasheen, and Inverness, returning through the Caledonian Canal to Oban. Glasgow to Oban, see Route No. 39.

A swift steamer leaves Oban on Tuesdays, Thursdays, and Saturdays during the summer months at 7 A.M., arriving at Portree (Isle of Skye) at 5 P.M., and Gairloch at 7 P.M., where passengers remain for the night, and proceed the following morning by coach to Auchnasheen, thence by train to Inverness. The same steamer returns from Gairloch the following morning at 7 A.M., calling at Portree, and arriving at Oban at 7.30 P.M. Fare, from Oban to Portree, 20s. = \$5; from Oban to Gairloch, 25s. = \$6 25; Oban to Portree, and Inverness to Oban, via Caledonian Canal, 32s.

Gd. = £8 12½; and Oban to Gairloch, and Inverness to Oban, *37s. Gd.* = £9 37½.

The route from Glasgow to Oban is described in Route No. 39. From Oban to Gairloch, see Route No. 57.

Gairloch, handsomely situated at the head of an inlet, contains a fine hotel, recently built, a pier at which the steamers from Portree and Glasgow touch, and is becoming widely known as the terminus of one of the most interesting drives (that to Achnasheen) in the Highlands of Scotland. A coach leaves daily during the season for Achnasheen, or the hotel will furnish cars or wagonettes. Near to the village is *Flowerdale*, the residence of Sir Kenneth Mackenzie, surrounded by extensive plantations and rocky heights, which are in summer up to their summits clothed in green. Sir Kenneth is doing much in opening up his very grand and beautiful district to the foreign tourist, as he is owner of nearly the whole of the country surrounding Loch Maree, renowned for the savage grandeur of its scenery. This lake is eighteen miles in length, and averages two in width; the road to Achnasheen runs along the southern bank, although there is a road on the northern side. The beauty of the lake is much increased by a large cluster of islands near the centre, on one of which there is an ancient chapel surrounded by a graveyard; the chapel was founded by the Culdee St. Maree, although some attribute it to the Gaelic name of the Virgin Mary. On the same small island is a well, the waters of which are said to be noted for the cure of insanity.

At *Slathdale*, seven miles from Gairloch, the lake is at its widest, and from this point to *Kinloch Evee* the scenery is most grand. In the immediate vicinity are the mountains of Ben Sleoch and Ben Each—the latter a magnificent object of white quartz, the former rising in almost a straight line from the water's edge to the height of 4000 feet. Guides may be obtained at the hotel at *Talldale* (a new first-class establishment recently erected by Sir Kenneth Mackenzie, and from which numerous excursions can be made).

Achnasheen, a station on the railway from Inverness to Strome Ferry. For description, see Route No. 45. For description of route from Inverness to Oban, see Route No. 43.

ROUTE No. 71.

The following *New Trip* was inaugurated during the summer of 1874, and is highly spoken of by tourists.

From *Oban to Loch Scavaig* for the *Coolin Hills* (Island of Skye).

A steamer leaves Oban at 7 A.M. every Saturday during the season, returning to Oban about 8 P.M.

A correspondent sends the following graphic account of the trip :

“NEW TRIP TO LOCH SCAVAIG AND COOLIN HILLS.

“Mr. David MacBrayne's new trip from Oban to Loch Scavaig and back on the following day promises to be one of the most interesting of the many magnificent tours opened up by the same enterprising firm in the West Highlands. The distance from Oban to Loch Scavaig is about 80 miles, and affords the tourist an opportunity of viewing some of the grandest and most picturesque ranges of scenery to be found any where in the West or North. Oban, the Charing Cross of the Hebrides, is well known as the central point of attack on the interesting land of the Gael. From this centre, by splendidly appointed steamers, the tourist finds his way to Glencoe, Staffa, and Iona, and through the labyrinthine beauties of the Caledonian Canal to Inverness; and, indeed, to a hundred other places of interest far and near. This, however, is the first occasion on which Skye has been brought within six and a half hours' sail of Oban, and on which the wild grandeur of Scavaig, the eerie silence of Corruisk, and the gloomy majesty of the Coolin Hills have been made accessible to the tourist, so as to allow him to return to Oban the following day.

“Starting at seven o'clock in the morning, the steamer threads its way westward through the Sound of Mull. To the right, when opposite Duart Castle, a most magnificent view of Loch Linnhe is obtained. From this point the eye can travel as far north as Corran Ferry, scanning in the foreground the long green island of Lismore; on the eastward, the double peaks of Ben Cruachan; to the north, the green slopes of Appin and the Braes of Lochaber, culminating in the massive shoulders of Ben Nevis; and in the northwest the long,

bare, grimly fissured sides of Morven. On rounding Ardnamurchan Point, the steamer runs northward to Skye. On the horizon to the west are seen the long flat islands of Coll and Tyree.

“Muck we pass on our left, and steer close under the shadow of the Scur of Eigg, between that island and the heavy mist-covered shoulders of Rum, until we enter the dark and silent waters of Scavaig. Loch Lishart and Loch Slappin, with the substantial shoulders of Ben Blaven at the northern extremity of the latter, we pass on our right. Before us lies the small and desolate island of Soa, like a weird spectre in the lonely loch; and beyond, immediately before us, an abrupt boundary-line of irregular hills, which grow in altitude and savage grandeur as they retreat inland, closes the picture, and impresses the mind with solemn awe. Those who would see the Coolin Hills in their most picturesque aspect should do so from Loch Scavaig. From this point, says a popular writer, ‘the entire group of the Coolins is displayed, with its spiral peaks and serrated projections, flanked on the right by the huge, ruddy, conical ridge of Blaven. When seen in sharp relief against a clear sky, or in their more characteristic aspect, with their summits shrouded in white rolling mists, rising and falling in the deep, dark fissures, now enveloping and now unveiling the lofty pinnacles, reflecting hues of lurid purple from their moist and gleaming surfaces—these romantic hills present varieties of coloring such as no pencil can delineate, and exhibit a spectacle of alpine magnificence and stern sublimity unrivalled by the mountain scenery of any other part of the British Islands.’ In a few minutes we are at the head of the loch. At this point we are landed, and after a stiff walk of less than a mile we come with a bewildering surprise upon Loch Corruisk, lying gloomily in its grim amphitheatre of hills. Here silence and solitude seem

to hold perpetual sway. Loch Corruisk is four miles long by one mile broad, but the mountains on all sides rise with such sheer abruptness that one is led to suppose its area is much less than it really is. As a rule the hillsides are utterly unscalable, and even the most manageable parts can only be attempted by the daring foot and the steady head. Here at certain times of the year the eerie shriek of the eagle may be heard; but save for this appropriate cry, and the light hissing treble of innumerable streams as they dash wildly down the riven faces of the hills, there is no other sound. After lingering meditatively for a time on its shores, we rejoin the steamer, and return to Oban after a day’s sail of the most delightful kind. It is no flattery to say that the intelligent enjoyment of the day was immensely enhanced by the extreme courtesy of the officers on board.”

It was on the shore of Loch Corruisk that the Lord of the Isles and Bruce met Cormack Doil and his companions. It is evident there has been no change in the savage grandeur of the surroundings since that time:

“Barely human eye has known
A scene so stern as that dread lake,
With its dark ledge of barren stone.
Seems that primeval earthquake’s sway
Hath rent a strange and shattered way
Through the rude bosom of the hill;
And that each naked precipice,
Sable ravine, and dark abyss,
Tells of the outrage still.
The wildest glen but this can show
Some touch of nature’s genial glow;
And heath-bells bud in deep Glencoe,
And copse in Cruchen Ben;
But here—above, around, below,
On mountain or in glen—
No tree nor shrub, nor plant nor flower,
Nor aught of vegetative power
The weary eye may ken,
For all is rocks at random thrown,
Black waves, bare crags, and banks of stone:
As if were here denied
The summer sun, the spring’s sweet dew,
That clothe with many a varied hue
The bleakest mountain-side.”

SIR WALTER SCOTT.





DERBY Nottingham Grantham Wisbech Norwich Yarmouth
Long Eaton Leicester Peterboro Ely
Loughborough Stamford Northampton Cambridge Newmarket
WARRICK Northampton Cambridge Newmarket
Banbury Buntingford
Oxford Bedford Huntingdon
Reading Winton Epsom Maidstone
Winchester Salisbury Dover
Southampton Southampton
I S H A N N E L

For history and description, see p. 43.

ROUTES.

72. *London and Environs*, including the Crystal Palace at Sydenham, Windsor Castle, Richmond, Hampton Court, Greenwich, Dulwich, p. 184.

73. *London to Brighton, Portsmouth, and the Isle of Wight* (description of Isle of Wight), p. 218.

74. *London to Hastings*, via Chiselhurst and Tunbridge Wells, p. 226.

75. *London to Paris*, via Tunbridge and Folkestone, p. 227 $\frac{2}{3}$.

76. *London to Dover*, via Chatham and Canterbury, p. 228.

77. *London to Norwich and Yarmouth*, via Chelmsford, Colchester, and Ipswich (direct route to Rotterdam, Antwerp, and the Rhine, via Harwich), p. 230.

78. *London to Norwich and Wells*, via Cambridge and Ely, p. 232.

79. *London to Hull*, via Huntingdon, Peterborough, Newark, Doncaster, and Selby, p. 233.

80. *London to Scarborough*, via Bedford, Leicester, Derby, Sheffield, and York, p. 234.

81. *Derby to Nottingham and Lincoln*, p. 236.

82. *Sheffield to Great Grimsby*, via Gainsborough, p. 237.

83. *London to Edinburgh*, via Berwick-upon-Tweed, through Doncaster, Leeds, Durham, and Newcastle, p. 238.

84. *London to Liverpool and Manchester*, via Rugby, Stafford, and Crewe, p. 239.

85. *London to Liverpool*, via Reading, Oxford, Leamington, Stratford-on-Avon, Warwick, Birmingham, Shrewsbury, Chester, and Birkenhead, p. 242.

86. *Derby to Manchester*, via Ambergate, Rowsley (Chatsworth Station), Buxton, and Stockport, p. 246.

87. *London to Dublin*, via Rugby, Tamworth, Crewe, Chester, Bangor, and Holyhead, p. 248.

88. *Liverpool to Carlisle*, via Preston, Lancaster, Kendal, and Penrith, p. 250.

89. *The English Lake District*, p. 252.

90. *Lancaster to Carlisle* (by the western coast), via Ulverston, Whitehaven, and Maryport, p. 259.

91. *Carlisle to Newcastle*, via Haltwhistle and Hexham, p. 261.

92. *Lancaster to Leeds*, via Skipton, p. 262.

93. *Sheffield to Lancaster*, Penistone, Huddersfield, Halifax, and Bradford, p. 263.

94. *London to Great Malvern*, via Oxford and Worcester, p. 264.

95. *London to Penzance*, via Reading, Bath, Bristol, Exeter, Torquay, Dartmouth, and Plymouth, p. 267.

96. *Bristol to Birmingham*, via Gloucester, Cheltenham, and Worcester, p. 271.

97. *Bristol to Chester and Liverpool*, via Gloucester, Hereford, Shrewsbury, and Chester, p. 272.

98. *Bristol to New Milford* (for Cork and Waterford), via Newport, Cardiff, Swansea, Caermarthen (Tenby, Pembroke), p. 273.

99. *Swansea to Chester*, via Merthyr Tydvil, Brecon, Builth, Llanidloes, Oswestry, and Rhuaon, p. 276.

100. *Bangor to Chester*, via Caernarvon, Barmouth, Dolgelly, Bala, Corwen, and Rhuaon, p. 277.

101. *Aberystwith to Caermarthen*, via Lampeter, p. 279.

102. *Swansea to Shrewsbury*, via Llan-doverly and Craven Arms, p. 280.

103. *Newport (Wales) to Hereford*, via Pontypool and Abergavenny, p. 280.

104. *London to Basingstoke, Salisbury, and Exeter*, p. 281.

105. *Exeter to Barnstaple and Ilfracombe*, via Eggsford, p. 285.

106. *London to Dorchester and Weymouth*, via Basingstoke, Winchester, and Southampton, p. 285.

107. *London to Portsmouth*, via Sydenham (Crystal Palace), Epsom (Derby races), Horsham, and Ford (to the Isle of Wight), p. 287.

108. *London to Ramsgate and Margate*, via Chatham, p. 288.

109. *Bath to Weymouth*, via Frome, p. 288.

ROUTE No. 72.

London, the metropolis of the United Kingdom of Great Britain, and the most wealthy city in the world. Population (1881) 3,814,571 in the metropolitan area. In 1851 the population numbered 2,362,000—over *a million and a half* increase in twenty-five years. The present increase is 44,000 per annum, or a birth every twelve minutes. The city covers an extent of one hundred and forty square miles, or fourteen miles long and ten broad. 360,000 houses are occupied by the population, and the cost of food is supposed to be \$800,000 per day; and, although the climate of London is by no means pleasant, its sanitary advantages over other capitals are remarkable. According to statistics, out of every thousand inhabitants 24 die annually in London, while in Berlin 26, Paris 28, St. Petersburg 41, and Vienna 49 die annually out of the same number of the population.

The British metropolis lies principally on the north bank of the Thames, in the county of Middlesex. A large portion, however, is situated within the county of Surry, on the south bank of the Thames, and 45 miles above that river's mouth. The portion of this vast metropolis which bears the name of "the City" is situated on the north bank of the Thames, between the Tower and Temple Bar, and was formerly surrounded by walls. The other divisions are Westminster, Marylebone, Finsbury, Lambeth, Tower Hamlets, Chelsea, and Southwark. In addition to these parliamentary divisions, London has numerous social divisions, the centre of which is Temple Bar. The commercial centre is

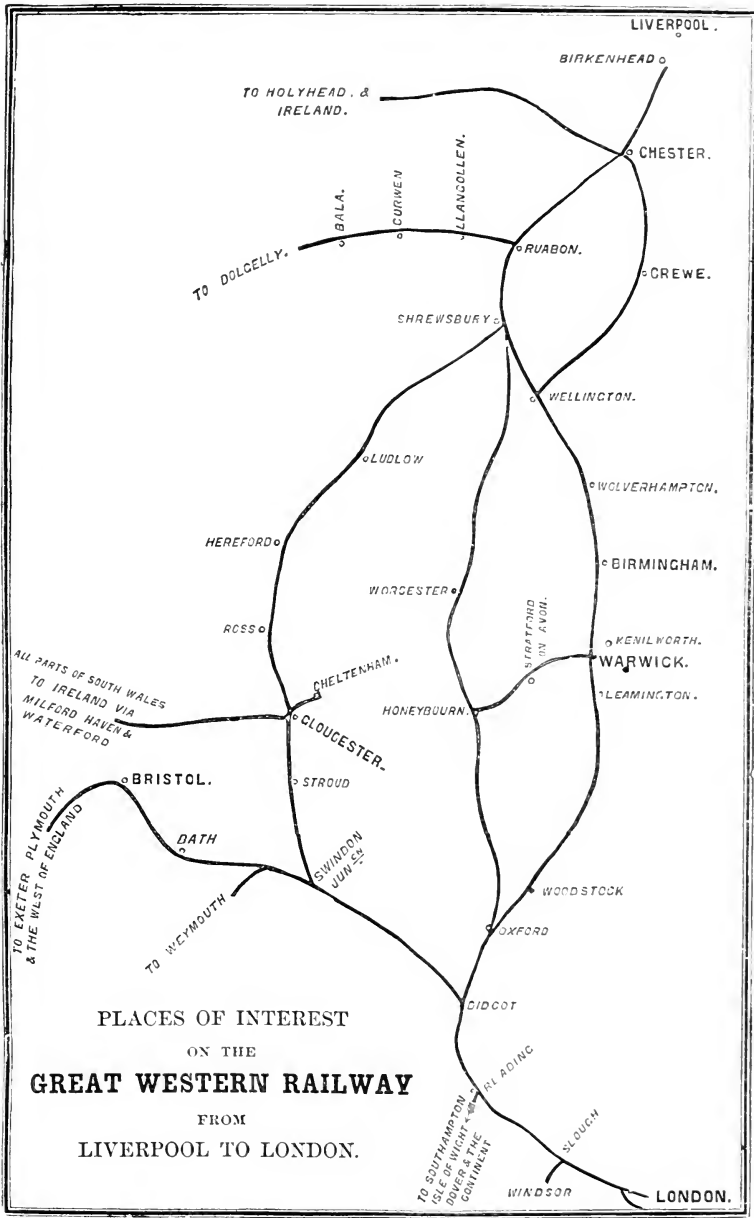
the Exchange. Two of the West End districts have lately been known as *Belgravia* and *Tyburnia*. The first occupies the southern wing of the West End, where reside, in conjunction with that of London, which radiates from Hyde Park Corner, the *crème de la crème* of the English aristocracy; here are the principal club-houses and most elegant squares. Belgravia is a creation of the last fifty years. Tyburnia lies to the north of the West End. The houses are large and singular, the streets wide and clean, but the sameness of its appearance is rather oppressing. Its inhabitants are mostly city merchants and professional men, who live very close to the charmed ring of fashion, expecting yearly to take the leap across.

London is of great antiquity. The Romans surrounded it with walls; but nothing is known of it previous to that time. In the time of Nero it bore the dignity of a Roman colony. During the last 800 years it has suffered much from fire and pestilence. Its police regulations are admirable, and it is considered to-day one of the best-governed cities in the world. London is particularly distinguished by the air of business which pervades its streets, especially in the "City." The West End has more the air of Paris, St. Petersburg, and other capitals. The streets are mostly wide, clean, and well paved, the houses plain and substantial, the architecture of the clubs and public buildings substantial and elegant. The most fashionable portion of London is the West End, and here, as we have said, reside the aristocracy of England (that is, during the season, which lasts from February to August).

HOTELS.

The Langham, Metropole, Midland Grand, Alexandra, St. James, Bristol.

"*The Langham*" is a beautiful house in Portland Place, at the head of Regent Street, and has been for many years a



LIVERPOOL.

BIRKENHEAD

TO HOLYHEAD. &
IRELAND.

CHESTER.

TO DOLCELLY.

BALA.

CURWEN

LLANGOLLEN.

RUABON.

CREWE.

SHREWSBURY

WELLINGTON.

LUDLOW

WOLVERHAMPTON.

HEREFORD

BIRMINGHAM.

WORCESTER

ROSS

STRAFORD
ON AVON.

KENILWORTH.

WARWICK.

ALL PARTS OF SOUTH WALES
TO IRELAND VIA
MILFORD HAVEN &
WATERFORD

CHELtenham.

HONEYBOURN.

LEAMINGTON.

GLoucester.

STROUD

BRISTOL.

TO EXETER, PLYMOUTH
& THE WEST OF ENGLAND

DATH

TO WEYMOUTH

SWINDON
JUN. 25

WOODSTOCK

OXFORD

DIDCOT

PLACES OF INTEREST

ON THE

GREAT WESTERN RAILWAY

FROM

LIVERPOOL TO LONDON.

TO SOUTHAMPTON
ISLE OF WIGHT & THE
CONTINENT

READING

SLOUGH

WINDSOR

LONDON.





favorite resort of American tourists. Situated in the centre of the fashionable part of the West End, it is at easy distance from the principal sights of London. The internal arrangements of this hotel are complete, and the service very good.

The *Hôtel Metropole*, corner of Northumberland Avenue and Thames Embankment, and two minutes' walk from Charing Cross Station, is a grand, palatial establishment, opened in 1885, and unsurpassed for comfort, elegance, convenience, and all modern requirements.

The *Midland Grand Hotel*, at St. Pancras Station, the Midland terminus, is the largest in the United Kingdom. It is constructed to board and lodge 600, and an idea may be formed of the magnificence of the interior when it is stated that the furnishing cost £85,000 = \$425,000. This immense sum has been spent in a judicious manner, and the company has exercised great judgment in securing the services of Mr. Robert Etzensberger, who has one of the best reputations in Europe, as director; he formerly filled that position at the *Hôtel de Rome*, Rome, and the *Victoria* at Venice, and has now unlimited powers for exercising his great ability.

The *Alexandra Hotel*, one of the largest, best appointed, and best conducted houses in the United Kingdom, is situated in a most healthy centre of fashionable London, at Hyde Park Corner. The rate of charges is moderate.

The *St. James Hotel*, in Piccadilly, has for many years been a favorite stopping-place for Americans. Its position, close to the park, and still central, could hardly have been improved upon.

The *Bristol Hotel* is finely conducted by Mr. Diette, and is celebrated for its *restaurant*. It enjoys one of the best situations in London, being in the Burlington Gardens, in close proximity to Bond and Regent Streets, near Piccadilly. It is furnished in Continental style, with every possible comfort; first-rate *cuisine* and excellent wines.

Lodgings are, on an average, twenty-five per cent. cheaper than in Paris, although every thing depends on the locality and style of house. A parlor and two, three, or four good bedrooms, in a good locality, will cost some seven guineas* per week, or five and a quarter dollars per day; but prices vary from two guineas to fifteen per week during the season, an increase of one fifth over ordinary prices. The lodgings have not separate kitchens, as in Paris, consequently a bargain must be made with the persons who let the apartments; have it thoroughly understood in regard to the price, and whether attendance is included. The most fashionable streets for lodgings are Regent Street, St. James Street, Sackville Street, Jermyn Street, Dover Street, Half-moon Street, King Street, and Bury Street. Families can always find furnished houses at the West End. Among the best restaurants are "Verrey's," Regent Street; "The Burlington," Regent Street; "The Holborn," 218 High Holborn; "The Criterion," Piccadilly; "St. James's Hall," Regent Street; "The Bristol," at the Hotel Bristol, Burlington Gardens (the best *table d'hôte* in London); the "Café Royal," Regent Street; "The Gaiety;" finally, "Simpson's," undeniably the best place in London for a good, substantial joint dinner (large dining-room for ladies on first floor). The other best restaurants for ladies are "Verrey's," "The Bristol," and "Continental." When making excursions or dining in the suburbs, the houses of high repute are the "Star and Garter," Richmond; the "Ship" and "Trafalgar," Greenwich; "Lovegrove's," at Blackwall; and the "Ship," at Gravesend.

* A guinea equals \$5 2s.

Sights that the Traveler should see, with the terms and times of Admission, arranged in alphabetical order. Many may be omitted, but, if possible, one should see them all.

Allsop & Sons' Ale Warehouse, Camden Town.

Antiquarian Society, Somerset House; by letters to the Secretary.

Apsley House, by order from the Duke of Wellington.

Bank of England, from 10 to 3; order from a director.

Barclay's Brewery, near London Bridge; by order from the Messrs. Barclay.

British Museum, Great Russell Street, Mondays, Wednesdays, and Fridays, from 10 to 4. (See New Reading-room.)

Buckingham Palace, Royal Stable, and Picture-gallery; order from the Lord Chamberlain's Office, and for the Stables, to the Clerk of the Mews.

Charing Cross and Charles First's Statue.

Chelsea Hospital and Chelsea Royal Military Asylum, on application.

Chiswick Horticultural Gardens, open daily; order from member.

Christ's Hospital, Newgate Street; by application to one of the governors.

College of Surgeons' Museum, Lincoln's Inn Fields, Mondays, Tuesdays, Wednesdays, and Thursdays (except during the month of September), from 12 to 4; surgeon's order.

Covent Garden Market, early Saturday morning.

Crystal Palace, Sydenham, daily; from Victoria or London Bridge Station.

Custom-house and Coal Exchange, Lower Thames Street.

Deaf and Dumb Asylum, Old Kent Road; free.

Duke of York's Column, St. James's Park, May to September, 12 to 3; sixpence.

Dulwich Gallery (Dulwich College), from 11 to 3; free.

East India Museum, Whitehall, daily; free.

Greenwich Hospital, Greenwich, from 10 to 7 in summer and 10 to 3 in winter; Mondays and Fridays, free; other days, 3d.

Guildhall, King Street, Cheapside; 10 to 3. Paintings.

Guy's Hospital, St. Thomas Street; students' introduction.

Hampton Court Palace, every day except Friday. The Picture-gallery, Cardinal Wolsey's Hall, Parks, and Gardens, free: a small fee is usually paid on entering the Vinery.

Highgate Cemetery, Highgate; free.

Houses of Parliament, Saturday, between 10 and 4; by ticket, on application at the Lord Great Chamberlain's Office, near Victoria Tower.

Hyde Park and Rotten Row, from 12 to 2, and 5 to 7 during the season (May, June, and July).

Institution of Civil Engineers, Great George Street, Westminster; member's ticket.

Kensington Gardens. Band plays Tuesdays and Fridays, between 5.30 and 6.30, May and June.

Kensington Museum, open daily from 10 to 4, and from 7 to 10 Monday and Tuesday evenings. Free on Mondays, Tuesdays, and Saturdays; on other days, sixpence. This Museum contains the cartoons of Raphael, the Vernon and Sheepshanks galleries of paintings.

Kew Botanical Gardens, from 1 to 8 in summer, and 1 to 4 in winter, and from 2 on Sundays; free.

King's College, Somerset House; member's introduction.

Lambeth Palace, by order from the Archbishop of Canterbury.

Law Courts (New, 1882), Strand.

London Docks, 10 to 4, free; Wine Vaults, 10 to 2; order from a wine-merchant, called a "tasting order."

London Missionaries' Museum, Tuesday, Thursday, and Saturday; free.

Mansion House, 11 to 3; small fee to the attendant (when Lord Mayor is absent).

Metropolitan Cattle-market, Smithfield: early in the morning.

Mint, Tower Hill, 11 to 3; free; order from the Master of the Mint.

Museum of Asiatic Society, member's order.

Museum of Practical Geology, Jermyn Street.

National Gallery, Trafalgar Square; free; from 10 to 5, Mondays, Tuesdays, Wednesdays, and Saturdays. Closed from September 15th to November 1st.

Norwood Cemetery, Norwood.

Post-office, sorting letters; apply to the American Legation.

Private Galleries, for entrance to which, apply by letter to the proprietors: Bridge-water Gallery, St. James's, Duke of Sutherland's Gallery, Duke of Bedford's Gallery, Duke of Wellington's Gallery, Duke of Northumberland's Gallery, Marquis of Westminster's Gallery, Lord Ashburton's Gallery, Sir Robert Peel's Gallery, Lord Lansdowne's collection, and Mr. Thomas Baring's collection.

Royal Academy, Burlington House; 8 to 7, May, June, and July; one shilling. Modern paintings.

Royal Exchange, Cornhill; 10 to 4.

Royal Horticultural Gardens, South Kensington.

Royal Institution Museum, Albemarle Street; 10 to 4; member's order.

Royal United German Museum, Whitehall; by order from a member.

Soane's Museum, every Thursday* and Friday in April, May, and June, and on Tuesdays, by application, from February to August.

Society of Arts, John Street, Adelphi; free; daily, except Wednesday.

Soho Bazar, free.

Somerset House, 10 to 4; free.

St. Bartholomew's Museum, Picture-gallery, and Hospital.

St. George's Hospital, medical student's order.

St. James's Park and Palace, daily; by application to the Clerk of the Mews.

St. Paul's Cathedral, daily, Sundays excepted. Area free; vaults, gallery, ball, etc., in all, three shillings and twopence.

Thames Tunnel. Go by steamer to Wapping, then by rail through the Tunnel to London Bridge.

Theatres (see Index).

Tower of London, daily, Sundays excepted, 10 to 4; one shilling fee.

Tussaud's Wax Exhibition, open day and evening. Go in the evening, 7 to 10; one shilling and sixpence.

United Service Institution, by member's ticket, from 11 to 4. (Most worthy of inspection.)

Water-colors (Old Society), 9 till dusk; one shilling; May, June, and July.

Water-colors (Institute of the New Society), May, June, and July.

Westminster Abbey, 9 to 6 in summer, and 11 to 2.30 in winter; free; choir and chapel, sixpence.

Westminster Hall (close to the Abbey).

Windsor Castle, free; Mondays, Tuesdays, Thursdays, and Fridays; from April to October, 1 to 3; November to March, 12 to 2. By order from the Lord Chamberlain's Office after 1 P.M.

Woolwich Arsenal; apply to the American Legation.

Zoological Gardens, Regent's Park; Mondays, sixpence; other week-days, one shilling. Sundays, by members' tickets only.

To see and properly appreciate London in an architectural point of view, the traveler should devote one or two days to viewing its exterior. There are various ways of doing this, depending on the taste and circumstances of the tourist. If he be alone, and of economical habits, let him take the different lines of omnibuses which travel over the routes we are about to describe. Secure a seat near the driver, who will, especially if his memory be refreshed with a small fee, point out the different objects of interest; or take a *Hansom* by the hour, with an intelligent *valet de place*; or, if he be accompanied by ladies, take a seat with the driver in an *open carriage*, following the different omnibus routes. Starting from Charing Cross, the architectural and fine-art centre of the West End, the towers of Westminster Palace and the houses of Parliament on your right, the National Gallery on your left, the beautiful club-houses of Pall Mall in your rear, with Nelson, in bronze, looking down upon you from a height of 160 feet, you proceed along the Strand, passing Somerset House, through the site of Temple Bar, which marked the city's limits, on the west; through Fleet Street and Ludgate Hill, emerging into St. Paul's Church-yard, with the cathedral, Sir Christopher Wren's

masterpiece, on your right, and the Post-office on your left; through Cheapside, notice Bow Church, another of Wren's best works; through Poultry to the great financial centre, the Exchange, in front of which stands an equestrian statue of the Duke of Wellington, the Mansion House, the residence of the Lord Mayor, Bank, etc.; down King William Street to London Bridge, passing in view of the beautiful monument erected to commemorate the great fire; then King William's statue. London Bridge, from 9 to 11 A.M., is one of the greatest sights of the capital. In the immediate vicinity hundreds of steamers are landing their living freight of merchants, clerks, and others for the city, amid a fearful din of ringing bells, steam-whistles, shouting carmen and omnibus conductors, while the bridge itself is one mass of moving passengers and vehicles. On your left is Billingsgate (who has not heard of that famous fish-market?); next the Custom-house, then the Tower of London, below which are St. Catharine's Docks, then the celebrated London Docks, the vaults of which are capable of holding 60,000 pipes of wine, and water-room for three hundred sail of vessels. *The Pool* commences just below the bridge: this is where the colliers discharge their cargoes of coal. The city of London derives its principal revenues from a tax of thirteen pence per ton levied on all coal landed. On the left, or upper side of the bridge, notice the famous Fishmongers' Hall, belonging to one of the richest London corporations. Cross the bridge, and continue to the Elephant and Castle, *via* Wellington and High Streets, passing Barclay and Perkins's famous brewery, Queen's Bench, Surrey Jail, etc., *via* Great Surrey Street, across Blackfriars Bridge, along the Thames Embankment to the new houses of Parliament. Here you see not only the finest edifices in an architectural point of view, but in a military, naval, legal, and ecclesiastical point. England's great, alive and dead, are here congregated; the Horse Guards, whence the commander-in-chief of the English army issues his orders; the Admiralty; Westminster Hall, the Law Courts of England; Westminster Abbey, where England's kings and queens have been crowned, from Edward the Confessor to the present time, and where many of them lie buried. Here,

in Whitehall Street, opposite the Horse Guards, is the old Banqueting-house of the palace of Whitehall, in front of which Charles I. was beheaded; through Parliament Street to Waterloo Place, to Pall Mall, the great club and social centre of London; St. James's Street, past St. James's Palace and Marlborough House to Buckingham Palace, to Hyde Park Corner, to Cumberland Gate or Marble Arch. Private carriages only can enter the Park: cabs and hackney coaches are not permitted entrance. Oxford Street to Regent Street, and down Regent (the fashionable shopping street) to the starting-point, Charing Cross.

Next drive to the Southwestern Railway Station, and take the train for Richmond or Hampton Court, returning by the Thames in a boat to Greenwich. This will be a most interesting excursion, especially if you find a comparatively intelligent boatman to explain the different sights on the banks of the winding river.

HINTS TO TRAVELERS.

Endeavor to be in London some time in May, June, or July; then only can the capital be seen to perfection.

Foreign money of any description will not pass current in London; have it changed immediately on arrival.

All public galleries and other sights are closed on Sunday; devote that day to the churches.

Beware of a London mob; the pickpockets are not only expert, but dangerous.

In driving, take the left-hand side; in walking, the right.

Saturday is the fashionable day for sight-seeing. Avoid Monday, as that is the workmen's holiday.

In visiting the Opera, either in Covent Garden or Drury Lane, full dress is absolutely necessary. The occupants of stalls or dress-circles in the first-class theatres generally go in full dress, although it is not arbitrary.

Letters of introduction should never be sent by post in London; you must either leave them yourself, with your card, or send them by a messenger. The proper hour to make calls is from four to six.

The usual dinner-hour is from six to eight. Ladies are handed to the table, but never *from* it, in England.

The Epsom and Ascot races take place in May or June.

The annual boat-race between Cambridge and Oxford takes place in April.

The great cricket-matches take place in July.

Hunting lasts from October to March.

The cabs and cab-fares of London are a subject in which, in common with those of other large cities, all travelers take a special interest. The horses, as a general thing, are better than those of Paris, and make better time, even when going by the hour, and are infinitely superior to those of New York. But the price is higher than that of Paris; we can not compare it with any thing in New York, as there every thing public in the shape of horse-flesh is a delusion and a snare, if we except the omnibus and horse-car.

There are two species of public conveyance in London—the “*Four-wheeler*” and “*Hansom*.” The former holds four persons, the latter (named after the inventor) two. The price of the Hansom is two shillings and sixpence, and the Four-wheeler two shillings the hour; two miles and under, one shilling; every mile additional, sixpence. If, when taking a cab, you do not mention that you take it by the hour, the driver will charge you the distance rates, and sixpence for every quarter of an hour you stop.

After 8 o'clock in the evening and up to 6 o'clock in the morning, the driver is not compelled to drive you by the hour.

When more than two persons are conveyed in the same cab, an additional sixpence is paid for each person for the whole time.

An ordinary amount of baggage can be taken free of charge, if only one or two persons are in the cab; if more, twopence is charged for every package carried outside.

A “*Hansom*” will always convey you with greater speed than a “*Four-wheeler*,” especially if an extra fee be promised.

In case of any attempt at extortion on the part of the driver, you can compel him to drive you to the nearest police-court, or station if the court be closed.

A driver can not be compelled to drive over four miles per hour unless paid extra.

Try to keep supplied with change; the cab-driver seldom has any.

The charge for private carriages varies

somewhat, but the following rates may be considered reasonable:

A single horse and carriage for a day of six hours, £1 = \$5. Pair of horses and carriage, for the same time, £1 11s. 6d. = \$7 87½. A pair of horses, carriage, and coachman, two hours, 12s. 6d.; each hour afterward, 6s. 6d. Single horse, carriage, and coachman, two hours, 8s. 8d.; each hour afterward, 3s. 6d.

To and from theatre or receptions, 10s 6d. to 14s. In excursions to the country, twenty-five per cent. should be added to the above prices.

In directing letters, parcels, etc., be careful to mention the postal district, of which there are ten, viz., North, South, East, West, Northwestern, Southwestern, Northeastern, Southeastern, Western Central, Eastern Central. These districts are usually represented by the initial letters N., S., E., W., N. W., S. W., N. E., S. E., W. C., E. C.; as, London, N.: London, E. C.

As there are thirty-seven King Streets, thirty-five Charles Streets, and twenty-nine John Streets in the city, note the particular street thus: *Charles Street, St. James's; King Street, Covent Garden, W.C.*, etc.

As a matter of course, omnibuses run in nearly every direction, but ladies rarely use them. An entirely different class of people occupy the inside from that which occupies the Broadway omnibus, although they are much patronized by business men going to and coming from the city.

If at any extreme point in the city, and wishing to go to another, you can save both time and expense by taking the Underground or Metropolitan Railway, which runs nearly round the city (see map). Although an underground railroad, it is by no means disagreeable, but rather the contrary; the cars are comfortable, with no smoke, the engines using coke and condensing their steam. Trains, starting at the houses of Parliament, stop at *St. James's Park; Victoria Station; Sloane Square; South Kensington; Brompton; High Street; Notting Hill Gate; Queen's Road; Bayswater; Paddington*, the Great Western station, where you take the trains for Liverpool, North and South Wales, West of England, Midland counties, Birkenhead, etc.; *Baker Street*, to Madame Tussaud's Exhibition;

Portland Road; Gower Street Road; King's Cross; Farringdon Street Junction; Aldersgate, near the Post-office and St. Paul's Cathedral; *Moongate*, near the Bank, Exchange, Lombard Street, and the banking section of the city.

Having reached the "City" under the houses and sewers, return by the railroad thrown over the houses, and twice over the river, from the Cannon Street Station to Charing Cross, occupying the short space of ten minutes. This is the most expeditious mode of reaching the city or returning from it.

The Messengers or Commissioners of London consist of a corps of wounded soldiers of unexceptionable character, all of whom have lost some limb in the service of their country. They are to be trusted on all occasions. Their legal fare is, for half a mile, twopence; one mile, or more than a half, threepence; for over one mile, sixpence; or sixpence per hour, walking two and a half miles per hour. They may be found at the chief thoroughfares and principal hotels.

To see an English trial by jury during term time, visit Westminster Hall, Guildhall, or the Central Criminal Court at the Old Bailey. A fee to a doorkeeper will secure you a good seat.

Travelers will find a booking and general inquiry office, established by the London and Brighton and South Coast Railway, at No. 28 Regent's Circus, Piccadilly, where tickets are issued to the Crystal Palace and all sea-side stations. The Regent Circus Branch Inquiry Office is also a booking-office for the Isle of Wight and for Paris and the Continent by the Dieppe route. At this office also are insured direct and tourist tickets to all parts of the Continent, *via* Harwich.

Tourists are also supplied with monthly tickets to Brighton.

In England nearly all places of interest charge for admission; and while \$5 per day will suffice for the Continent, \$2 additional had better be added for Great Britain.

One of London's sights is Osler's *Table-glass Show-rooms*, filled with every thing beautiful and wonderful in the way of chandeliers, candelabra, lustres, wall-lights, duplex lamps in richly-cut glass for drawing-rooms, English and foreign ornamental glass in great variety, with sets and ser-

vices in every style to suit all tastes and purposes. The principal hall is a wonder of architecture, the light, being let in through a thick tessellated roof, falling with equal radiance on every side, and rendering the view agreeable and at first inexplicable. The finest glasses have the clearness and ring of crystal, and the cutting, by a new invention (the property of the house), is most beautiful and artistic. The show-room is at 100 Oxford St.

PARKS.

Most of these are situated at the west end of the town, and add greatly to its beauty and general healthiness. They comprise Hyde Park, Kensington Gardens, adjoining the latter; St. James's, Green, Regent's, Victoria, Battersea, Finsbury, and Southwark. *Hyde Park* contains 388 acres, and is a part of the ancient manor of Hida, which, until differently appropriated by Henry VIII., belonged to the monastery of St. Peter at Westminster. The views are varied and attractive; fine carriage-roads and paths intersect each other at every point, and luxuriant trees afford a graceful and refreshing shade. From April to July, between the hours of half past five and half past six o'clock, or even earlier, it is thronged with all the gay and fashionable equipages of the city. The scene is

most enjoyable and the air refreshing. The portion called Rotten Row is devoted exclusively to equestrians, no wheel-carriages being allowed. Troops are sometimes reviewed on the level portion of the park, and near the western side stands a magazine well stored. The scenery of Hyde Park is greatly enriched by the lake called the *Serpentine*, where the bathing is good in summer and the skating in winter: there are regulations for morning and evening bathing "posted" at various places. A very pretty little Italian garden, containing statuary, fountains, etc., has been formed at the head of the *Serpentine*, rendering it much more attractive; along its bank, on the north, is the *Ladies' Mile*, a celebrated carriage-drive. A stone bridge of five large arches and two of smaller dimensions, erected in 1826, at the western extremity, gives access to the gardens of Kensington Palace. Near the southeast entrance of the park, close to Apsley House, stands, on an elevated pedestal, the colossal bronze statue of Achilles, weighing thirty tons, executed by Westmacott at a cost of £10,000, cast from cannon captured at the battles of Waterloo and Salamanca, erected to the "Duke of Wellington and his companions in arms by their countrywomen." The *Marble Arch*, which was removed from the front of Buckingham Palace, forms the northeast entrance to the park, at the end of Oxford Street. A fine series of arches and balustrades, from the designs of Decimus Burton, form an attractive feature at the southeast entrance to the park. The Great Exhibition Building of 1851, now the Crystal Palace at Sydenham, formerly stood on Hyde Park, opposite Prince's Gate. To the left of this gate, as you enter the park, stands the National Monument to the Prince Consort, a Gothic structure 175 feet high, designed by G. G. Scott. The canopy rests on a structure or base of Irish granite 130 feet square. At the four corners are four marble groups representing Europe, Asia, Africa, and America. The granite columns which support the canopy are from the Isle of Mull. Above the groups representing the four quarters of the globe are four other groups representing Agriculture, Manufactures, Commerce, and Engineering. On the basement are numerous life-size figures representing different notables in

science, literature, and art. A gilt statue of Prince Albert has lately been placed under the canopy. The building will cost \$600,000. Of this amount, Parliament appropriated \$250,000. Kensington Gardens are properly a portion of Hyde Park. At present they contain 356 acres. They were originally the gardens attached to Kensington Palace (the birthplace of Queen Victoria), and when laid out in the reign of William III., contained only 26 acres; Queen Anne added 30 more, and Queen Caroline 300. The pleasure-grounds are open to the public, on foot only: carriages are never permitted to enter. A fine band plays at certain hours here during the season.

St. James's Park, situated near the palace of the same name, was greatly improved by Henry VIII., who drained the grounds, and added to their beauty in various ways; still greater improvements, however, were made by Charles II., and the *Mall* formed, which was devoted to the game of ball. This park covers over 90 acres: in the centre is a lovely sheet of water, dotted with little islands, and upon its surface glide along the graceful swan and water-fowls: the bridge across this sheet of water was erected in 1857. The music of birds and the fragrance of flowers delight the visitor on every side. The avenues form most agreeable and shady promenades, being bordered by lofty trees and flowering shrubs. The park can be entered from about nine or ten different points, at each of which the Queen's Guard are stationed, doing constant duty. The *Parade*, or large graveled space, presents quite a military appearance in the morning at ten o'clock, at which time about eight hundred men are mustered as body-guards for the day. At the north end of the parade is a piece of Turkish ordnance of immense size, brought from Alexandria, in Egypt; and on the south side is a vast mortar, which was used in Spain during the Peninsular War, and is said to send a bomb-shell with great force about four miles. At the entrance to the park from Waterloo Place is a broad flight of steps, surmounted by a lofty column, in commemoration of the late Duke of York. Some of the drives in this park are confined chiefly to the aristocracy. The surrounding buildings are lofty and very handsome, among which are *St. James's Palace*,

Marlborough House, and Buckingham Palace. On the opposite side from Buckingham Palace are three of the principal public offices—the Horse Guards, Admiralty, and Treasury. On the southern side of the park is the celebrated Bird-cage Walk, which derived its name from being formerly appropriated entirely to the merry songsters, whose sweet matins enchanted the visitor in his early rambles. On the north side, in addition to St. James's Palace, there is Marlborough House, the town residence of the Prince of Wales; Green Park, Stafford House, residence of the Duke of Sutherland; Carlton Ride, and Carlton House Terrace. This park is noted for numerous historical events. Charles I. walked through it, surrounded by soldiers, from his palace (St. James's) to Whitehall to be executed; Sir Robert Peel was thrown from his carriage and killed on Constitution Hill, at the upper end; and Queen Victoria was nearly assassinated at three different times near the same place.

Green Park may be called a continuation of St. James's; it is situated between the last-named and Piccadilly, connected with Hyde Park by Constitution Walk, formerly the king's coach-road to Kensington. It is smaller than St. James's Park, covering only 60 acres. Some very elegant mansions are situated on this park: Bridgewater House, the residence of the Earl of Ellesmere; Spencer House, residence of Earl Spencer; Stafford House (corner of Green and St. James's). This is one of the finest private houses in England, and cost nearly one and a half million of dollars. At the upper end (Hyde Park Corner) is an immense equestrian statue of the late Duke of Wellington. On the opposite side of the street (Piccadilly) is Apsley House, residence of the late and present duke.

Victoria Park, Bethnal Green, contains two hundred and sixty-five acres. It is situated in the northeast part of London, and was begun during the reign of Queen Victoria. The grounds are tastefully laid out with flower-beds, shady walks, and small lakes. In the centre of a pretty sheet of water rises a beautiful fountain of Gothic architecture, designed by Mr. Darbyshire, and erected at the private expense of Miss Burdett Coutts. Its cost was about \$25,000.

Regent's Park, a delightful spot, covering

four hundred and seventy-two acres, ornamented with sculptures, flowers, lakes, and pretty villas. It derives its name from the Prince Regent, afterward George IV., by whom it was designed, in 1812. It contains a botanical garden, around which there is a fine drive; also around the whole park, nearly two miles in extent. To the north of the park lie the famous *Zoological Gardens*, owned by the Zoological Society of London, founded in 1826. This collection is the finest in the kingdom. Among nearly two thousand specimens are a pair of hippopotami, presented by the Viceroy of Egypt. The collection of reptiles, monkeys, and birds is very large. The sea-bear and elephant calf are two of the principal objects of attraction. The lions and tigers are fed at 4 o'clock P.M. During the summer the Life Guards band plays at 4 in the afternoon. Sunday is the fashionable day, but then you can only enter with members' tickets, which are easily procured at the hotels. On Monday the admission is sixpence: on all other days, one shilling. To the north of the Zoological Gardens lies *Primrose Hill*, now laid out in walks and public gardens: an interesting view may be had from its summit.

Battersea Park is a comparatively new park, situated on the right bank of the Thames, immediately opposite the Chelsea Hospital, and is reached by a most graceful and elegant suspension bridge, erected in 1858. Ten years ago the site of this park was a marshy field, below the level of the river, but one and a half million dollars have made it a most lovely spot for the denizens of this quarter of the city. It contains one hundred and eighty-five acres, four of which are devoted to a *sub-Tropical Garden*. It was here the Duke of Wellington fought his famous duel with Lord Winchelsea.

Finsbury Park, formerly Hornsey Wood, contains one hundred and twenty acres. This was commenced in 1867.

Southwark Park contains sixty-two acres.

Richmond Park, *Kew Gardens*, and *Greenwich Park* will be treated under the "Environments of London."

Kennington Park or *Common* is also a pleasure-ground of some importance. It was here the celebrated Chartists' meetings were held in 1848.

London is interspersed with numerous squares, remarkable either for the monuments they contain or for their noted buildings. The principal are

Trafalgar Square, built between 1830 and 1850, the centre of which is ornamented with granite fountains. On the north side is the National Gallery of Paintings; on the south stands Nelson's Monument and Landseer's lions. On one side of the monument may be seen General Havelock's statue; on the other, that of Sir Charles Napier. Corresponding with these, on the northern corner is the equestrian statue of George IV. by Chantrey, and at the northwest corner a base waiting for a hero to be born.

In front of Nelson's Monument, at the head of Whitehall Street, stands the equestrian statue of Charles I. by Le Sueur: this is on the spot where once stood Queen Eleanor's Cross, the place of execution of the Regicides. A short distance farther down Charles himself was beheaded.

Belgrave Square, built between 1826 and 1833, on land belonging to the Marquis of Westminster. The houses are uniform and rather handsome, adorned in front with large Corinthian columns. On the northern side lives the Duke of Bedford and Earl of Burlington; on the east, the Duke of Montrose; at the southeast corner, the Earl of Sefton; and on the west, Sir Roderick Murchison.

Grosvenor Square was built between 1720 and 1730, mostly by Sir Richard Grosvenor, who erected a statue to George I., since removed. The houses are large and handsome. The Earl of Wilton lives on the eastern side, the Earl of Shaftesbury and Duchess of Cleveland on the west, and the Marquis of Exeter, Marquis of Aylesbury, and Earl of Harrowby on the south.

Portman Square, built between 1790 and 1800. It is surrounded by handsome residences. On the south are the mansions of Lord Leigh and the Earl of Cardigan. At the northwest corner notice a detached house: it was here that the celebrated Blue-stocking, Mrs. Montagu, gave her May-day dinners to the chimney-sweep boys of London.

St. James's Square, built between 1670 and 1690. In this square is situated the bronze equestrian statue of William III. by Bacon. The handsome mansions sur-

rounding it are occupied by some of the principal members of the British aristocracy. On the north resides the Marquis of Bristol; the Wyndham Club is also to the north, and the back front of the handsome Junior Carlton is at the south. On the east are the residences of Earl De Grey, Earl of Falmouth, Earl of Derby, Bishop of London, and the Duke of Norfolk. George III. was also born at the southeast corner. On the west is Litchfield House, the Army and Navy Club, the residences of the Bishop of Winchester, Sir William Wynn, and the Duke of Cleveland.

Hanover Square, built between 1720 and 1730. On the southern side is a bronze statue of William Pitt by Chantrey. Lady Mary Wortley Montague formerly lived and died in a house on the southern side. St. George's Church, noted for all the fashionable marriages which occur in London, is situated on this square. The Duke of Wellington gave away many of the brides. On the northern side are the Royal Agricultural Society of England, the Zoological Society, and the residence of the Earl of Harewood; and on the west the Royal Academy of Music, the Oriental Club, and the residence of the Earl of Lucan.

Berkeley Square was built between 1730 and 1740. On the south is situated Lansdowne House, the residence of the Marquis of Lansdowne, which contained a picture and sculpture gallery. On the east is situated the house No. 11, in which Horace Walpole died; also the residence of the Earl of Balcarras. On the west are the mansions of the Earl of Haddington and the Earl of Powis. In this last the celebrated Lord Clive died.

Cavendish Square was built between 1730 and 1760. It contains the equestrian statue of the Duke of Cumberland, and a statue of Lord George Bentinck. On the west is Harcourt House, the residence of the Duke of Portland. On the south is Holles Street, in No. 16 of which Lord Byron was born.

Soho Square, built between 1670 and 1690. It contains a statue of Charles II. The whole of the southern side was originally occupied by Monmouth House. On the west is the Soho Bazar and the mansion of Sir Joseph Banks.

Bloomsbury Square, built between 1670 and 1715. It contains a statue of C. J. Fox by Westmacott. On the eastern side

formerly stood the mansion of Lord Mansfield, destroyed in the riots of 1780; and on the northern side was formerly situated the Bedford House.

Leicester Square, built between 1670 and 1690. This square is the great centre of French refugees. On the east is the *Alhambra*; also the *Sablanière Hotel*, in part of which Hogarth formerly lived; on the northern side, the site of *Leicester House*; on the west, that of *Sir Joshua Reynolds*; and on the south, that of *Sir Isaac Newton*, in *St. Martin's Court*.

Lincoln's-Inn-Fields, built between 1619 and 1636. Lord William Russell was beheaded in the centre of this square. On the east is situated *Lincoln's Inn Hall*; on the north, *Whetstone Park*; on the south, the *Royal College of Surgeons*; and on the west, *Newcastle and Lindsay Houses*.

Covent Garden Market, built between 1630 and 1642. The market originated in 1655. The present building, which is situated in the centre of the square, was erected in 1830 by the Duke of Bedford. A visit should be paid to this market any time between four and seven o'clock on Tuesday, Thursday, or Saturday mornings. The fruit and flowers may be seen any time during the day between ten and five. The *Opera-house* and *Floral Hall* are situated to the northeast of the square. *Tavistock* and *Richardson's Hotels* are on the north side; the *Bedford Hotel* and site of *Button's Coffee House* on the east, and the church of *St. Paul's* on the west.

In *Waterloo Place*, at the north side of *St. James's Park*, stands a *Doric pillar* of granite, surmounted by a statue in bronze of the Duke of York. It is 124 feet in height. A fine view is obtained from the summit.

One of the most conspicuous monuments in the city is situated on *Fish Street Hill*. It is a *Doric column* over 200 feet in height, designed by *Sir Christopher Wren*. It was erected to commemorate the "Great Fire" in London. The pedestal was sculptured by *Cibber*. On the summit is an imitation of a blazing sun.

Westminster Abbey.—

"That antique pile behold,
Where royal heads receive the sacred gold;
It gives them crowns, and does their ashes
keep:

There made like gods, like mortals there they
sleep,

Making the circle of their reign complete—
These suns of empire, where they rise they set."

Here the royal coronations have taken place since the time of *Edward the Confessor* up to the present time, with great pomp and magnificence; and, even though the ceremony had been performed elsewhere, it was thought necessary to repeat it at *Westminster*, in the presence of all the great personages of the land. At the moment the crown is put on, a signal is given to the *Tower guns* to fire a royal salute. The *Abbey* is of *Gothic design*, built in the form of a cross, 400 feet long and 200 feet wide. It was originally founded in the year 610 by *Sebert*, King of the *East Saxons*, but was destroyed by the *Danes*, and afterward rebuilt in 958 by *King Edgar*; it was again rebuilt and enlarged by *Edward the Confessor* in 1245. During the reign of *Henry VIII.* it suffered great injuries, and still greater by the *Puritans*, it being then occupied as barracks for the soldiers of *Parliament*. After having sustained these injuries, *Sir Christopher Wren* undertook the reconstruction of it, and in the most able manner added to its former beauty and solidity. During the progress of reconstruction several singular discoveries were made of ancient monuments, and also the mosaic pavement in front of the altar in the choir. Since 1856 a large number of the windows have been painted, illustrating the most beautiful and touching portions of the *Te Deum*. The large west window, painted in 1735, represents *Abraham, Isaac, and Jacob*; *Moses and Aaron*, and the twelve *Patriarchs*; the arms of *King Sebert*, *King Edward the Confessor*, *Queen Elizabeth*, *King George II.*, and *Dean Wilcocks*, *Bishop of Rochester*. The south, or *marigold window*, of stained glass, designed by *Messrs. Ward and Nixon* in 1847, represents different subjects from the *Old Testament*, incidents in the life of the *Redeemer*, and the word "*Jehovah*" surrounded by angels. The north, or *rose window*, is commemorative of our *Savior*, the twelve *apostles*, and the four *Evangelists*. Near the *Abbey* stood the *sanctuary*, used in former times as a place of refuge for criminals. *Edward V.* was born here; his heart-broken mother sought refuge in this place for herself and her son *Richard* from the persecutions of his cruel uncle. We will enter at the *Poets' Corner* (south

transept), and notice a few of the monuments which are the most remarkable. *Milton*, bust and tablet, with a lyre around which is entwined a serpent holding an apple. With what admiration we look upon the author of *Paradise Lost*, and find ourselves lost in the beauties of his works. *Shakspeare*, full-length statue, leaning against a pillar, with the crowned heads of Queen Elizabeth, Henry V., and Richard II. How much sadness it awakens in the mind to think of such talent having passed forever to "that undiscovered country from whose bourn no traveler returns!"

All hail, great master! grave sir, hail; I come
To answer thy best pleasure: be it to fly,
To swim, to dive into the fire, to ride
On the curled clouds; to thy strong bidding task
Ariel and all his quality.—*Tempest*, Act I.

Frederick Handel, monument with full-length statue, organ, and music scrolls: he needs no more enduring fame than being the author of the magnificent oratorio of the Messiah. *Robert Southey*, tablet and bust: but little ornament is required commemorative of the poet whose impressive and elegant style will endure while memory lives. *Abraham Cowley*, urn surrounded by a wreath: distinguished and admired for his elegant scholarship and ability as a writer. *Geoffrey Chaucer*, antiquated altar tomb with Gothic canopy. *John Dryden*, bust, erected by Sheffield, duke of Buckingham. *Samuel Butler*, author of *Hudibras*, bust with masks. *Ben Jonson*, tablet with medallion, masks of Comedy and Tragedy. *Matthew Prior*, sarcophagus with bust, surmounted by infants, statues of Thalia and History. *Michael Drayton*, white marble slab with bust, erected by Countess of Dorset. *Thomas Campbell*, poet and founder of the London University. *Duke of Argyll*, statue of Fame attired in Roman costume; also statues of Pallas and Eloquence, the Genius of Liberty in bas-relief, with cornucopia and Magna Charta: this monument was executed by Roubiliac, and it is said that Canova was particularly struck with the beauty of the statue of Eloquence, upon which he gazed for some length of time with wonder and admiration. *David Garrick*, monument representing Comedy and Tragedy. Here also are interred the remains of *Addison*, *Sheridan*, *Beaumont*, *Spenser*, *Nicholas Rowe*, James

Thomson, author of the Seasons; *John Gay*; *Dickens*, buried June 14, 1870; *Mrs. Pritchard* the actress, and others. The monuments to Chaucer, Spenser, and Drayton were erected at the expense of Anne Pembroke; that of Cowley by George, duke of Buckingham; and that of Prior, with the inscription, by himself. You will be conducted by a guide through the principal chapels, for which you are taxed sixpence; the admission to the nave and transepts is free during Divine service, and between the hours of twelve and three in winter, and four and six in summer.

The first chapel is that of *St. Benedict*, but is not shown. It was dedicated to St. Benedict, a native of Italy, founder of the Benedictines and of the monastery at Cassino. The principal monuments are those of the Countess of Hertford and Simon Langham, archbishop of Canterbury. The second, or Chapel of *St. Edmund*, contains some fine tombs of monumental brass: the principal are those of William de Valence, earl of Pembroke; Duchess of Suffolk, mother of Lady Jane Grey; Lady Russell; John, earl of Cornwall, son of Edward II.; and Duchess of Gloucester. Chapel of *St. Nicholas*.—The monuments in this chapel which are most attractive are Winifred, marchioness of Winchester; Duchess of Northumberland; Anne, duchess of Somerset; mother of Queen Jane Seymour; Lady Jane Clifford; Mildred, wife of Lord Burleigh; Lady Cecil, monument erected by her husband, Sir Richard Cecil. Chapel of *Henry VII.*, in the south aisle.—A magnificent tomb in memory of Mary Queen of Scots, the beautiful yet unfortunate queen. Montague, earl of Sandwich, lies buried here. Altar tomb to Margaret Beaufort, countess of Richmond and mother of Henry VII. George, first Duke of Albemarle, full-length statue. Lady Catharine Walpole, statue—esteemed for her many virtues; remarkable for her beauty, wit, and love of the arts. In the nave is a splendid monument, with figures in gilt brass, to George Villiers, duke of Buckingham, and his wife Catharine; in the same vault the remains of Mary, duchess of Buckingham, are interred. John Sheffield, duke of Buckingham, effigy in a Roman habit, and at his feet his duchess, Catharine, weeping. Among the other tombs are those of Duke de Montpensier and

Duke of Richmond. North aisle.—Sarcophagus containing the bones of Henry V. and his brother Richard, duke of York, who were murdered by their cruel uncle, Richard III. Magnificent monument to the memory of Queen Elizabeth: Anne, queen of Denmark; Henry, prince of Wales. The Chapel of Henry VII. is richly ornamented—here the knights of the Order of Bath were formerly installed—the Richmond who defeated Richard III. of the battle of Bosworth Field, and who, by his marriage, united the rival houses of York and Lancaster. The white and red roses here show his descent on the beautifully-worked oak gates at the entrance. The chapel is entered by a flight of steps. In the centre of the chapel is situated its leading feature, the monument of Henry and his queen. Beneath the nave lie the remains of George II. and his queen, and, although lying in different coffins, they may be said to repose in the same, as the inner side of each was removed by the king's request. The tombs of royalty in this chapel are very numerous, including James I., Charles II., etc. In the Chapel of *St. Paul* the leading monuments are those of James Watt, the celebrated engineer; Sir Thomas Bromley, lord chancellor of England, and one of the judges of Mary Queen of Scots; and Lord Bouchier, standard-bearer of Henry V. at the great battle of Agincourt. In the Chapel of *St. John* there are several very fine monuments: observe Lord Hunsdon's, chamberlain to Queen Elizabeth; Colonel Popham, and William de Colchester. *Islip Chapel* contains a fine monument to the Abbot Islip, after whom the chapel is named. The chapels of *St. John*, *St. Michael*, and *St. Andrew* contain many monuments of interest, the most interesting of which is that of Mr. and Mrs. Nightingale, by Roubiliac: a most curious design, representing a sheeted skeleton starting forth from the marble doors of the monument, aiming his dart at his victim; she sinks into her terrified husband's arms, and he endeavors to avert the blow. The other attractive monuments are those of Sir Francis Vere, the great general of Queen Elizabeth's reign; Lord and Lady Norris, and six sons; full-length statue of Mrs. Siddons, the celebrated tragic actress. In the centre of the Abbey, and nearly surrounded by the different chapels, is that of *Edward the Confessor*, the

most ancient, and considered the most interesting of them all. In the centre stands the mosaic shrine of the Confessor, before which Henry IV. was seized with his last illness while confessing. Here may be observed many fine monuments, such as those of Richard II. and his queen, Anne, Henry III., Henry V., Edward III. and his queen, Philippa, and Queen Eleanor. Here are also the two coronation chairs used at the coronation of the sovereigns of Great Britain. One of them, with a stone seat, known formerly in Scotland as Jacob's Pillow, was brought from that country by Edward I.

In the *Ambulatory* is situated the monument to General Wolfe, who crushed the Bourbon lilies on the Heights of Abraham at Quebec. In the *north transept* the monuments most conspicuous are those of John Philip Kemble, in the character of Cato; Marquis of Londonderry, whose celebrated public career is deeply recorded in history, and whose memory is particularly cherished by the people of Ireland, who will never forget the statesman of the legislative union; William, earl of Mansfield, with the statues of Justice and Wisdom; William Pitt, earl of Chatham, with the figures of Prudence and Fortitude, Peace and Neptune at the base, resting on a dolphin. The nave contains the monuments of Mrs. Oldfield, the actress; Congreve, the dramatist; Lord Holland, with the statues of Genius, Science, Literature, Charity, and Justice; also one erected by George III. to Major André, who was executed as a spy by our commander in the Revolutionary War. Fox, Percival, Woodworth, and others, are also interred here, and have monuments fitting their memory.

Contiguous to Westminster Abbey, and also to the Westminster Bridge, are the *Houses of Parliament*, or new Palace of Westminster, a magnificent Gothic structure, covering eight acres of ground, and erected on the site of the old houses of Parliament, which were destroyed by fire in 1834. It has a river front of 900 feet, raised upon a terrace of Aberdeen granite, ornamented with statues, shields, etc. The cost of this structure was about £8,000,000. The House of Lords may be visited on Wednesdays and Saturdays by ticket from the lord chamberlain. To hear the debates in the House an order from a peer is indispensable, and in the House of Commons

an order from a member. The *House of Peers* is profusely gilded, and painted in a series of frescoes, representing the Spirit of Justice and Spirit of Chivalry, by Mac-lise; Baptism of Ethelbert, by Dyer; Edward III. conferring the Order of the Garter on the Black Prince; and the Prince of Wales committed to prison for his assault on Judge Gascoigne. This hall is 100 feet long, 45 wide, and 45 high. There are eighteen statues of barons in niches between the windows who signed the Magna Charta. In this room the queen sits on the gorgeously gilt and canopied throne when she opens the Parliament. In the centre is the woosack of the Chancellor of England—a large, square bag of wool, used as a seat, without back or arms, and covered with red cloth. The *House of Commons* is the same height and width as the Lords, but not so long. It is also less gaudily decorated, but still very magnificently. At the north end is the speaker's chair. There are galleries along the sides and ends, one of which, immediately back of the speaker, is appropriated to the reporters of newspapers. The original ceiling was much higher than the present one; the proportions being bad for hearing, caused an alteration to be made, which was by no means an improvement. Besides these two apartments, the House of Peers and House of Commons, there are numerous others belonging to the noble structure. The *Libraries* and *Committee-rooms* are situated on the river-front. On the side contiguous to Westminster Abbey are the *Victoria Tower*, the *Royal Staircase*, *St. Stephen's Porch* and *Corridor*, and *Chancellor's Corridor*. At the south end are the *Queen's Robbing-room*, the *Guard-room*, etc. At the north end are located the *Clock-tower* and the *Speaker's Residence*. The Queen's Robbing-room is frescoed illustrating the story of King Arthur, and that of the Peers with subjects from the history of the Bible. The frescoes in the Royal Gallery well represent events in English history. The first of the series, representing the meeting of Wellington and Blucher after the battle of Waterloo, has been contributed by Mr. Mac-lise, 45 feet long by 12 feet high. The *Poets' Hall* is to represent scenes from the creations of Shakspeare, Milton, Byron, Scott, Pope, Dryden, Chaucer, and Spenser. The Palace of Westminster is surmounted

by three towers. When the queen opens Parliament in person, the following description of the opening in February, 1871, is in the usual way: The peeresses and other ladies for whom places had been reserved in the House of Lords began to arrive early, and by 1 o'clock the House presented a spectacle with which surely no other in the world could vie. The "cross" benches, between the bar of the House and the table, had been arranged for the occasion longitudinally, and a space had been railed off on the ministerial side, at the end nearest the throne, for the accommodation of the diplomatic body. The cross benches, the judges' benches between the table and the woosack, and the front bench on either side of the House, were left at the disposal of the peers, but the back benches on both sides of the gallery were occupied by peeresses and other ladies of distinction. The peers, who walked about greeting their friends, or who occupied the front or cross benches, added little but color to the general effect; for their robes formed an effectual disguise to grace of figure or dignity of carriage, and in some cases served also to disguise even tolerably familiar lineaments. While the House was as yet comparatively thin, a few of the arrivals attracted notice, and among these were Lords Houghton, Cairns, and Lucan, the Archbishop of York, and the Bishops of St. David's, Winchester, Gloucester, and Peterborough. The bishops mostly gathered upon the bench in front of the diplomatic body, and fourteen of the judges took their seats on the benches allotted to them. The members of the diplomatic body vied with the ladies in their contribution of gold and color to the assembly. As 2 o'clock approached the Duke of Cambridge entered the House, wearing his robes over his field-marshal's uniform, and by that time rather more than a hundred peers were present. In a few moments all rose at the entrance of their royal highnesses the Princess of Teck and the Princess Christian, who took places towards the ends of the woosack, facing the throne. The Prince and Princess of Wales were the next arrivals, and the prince, after speaking to the princess and some of the peers, took the chair on the right of the throne, while the Princess of Wales occupied the centre of the woosack. At 12 minutes

past 2 the door on the right of the throne was thrown open for the entrance of her majesty, who was preceded by Lord Granville carrying the sword of state, by the Marquis of Winchester with the cap of maintenance, and by Lord Bessborough with the crown. Her majesty wore black velvet bordered with ermine, a white cap surmounted by a small crown, a necklace of diamonds, and the Order of the Garter; and was followed by their royal highnesses the Princesses Louise and Beatrice, and by Prince Arthur, who wore a dark green rifle uniform. The robe of state had previously been placed on the throne, and when the queen seated herself the Princess Louise arranged its folds around her majesty. The princesses then remained standing on the steps to the left of the throne, in front of the vacant chair of the royal consort. Lord Granville stood immediately on the left, Lords Bessborough and Winchester on the right of the throne, and Prince Arthur to the right of the Prince of Wales. A messenger was then dispatched to summon the House of Commons to the presence of the queen, and a few minutes of absolute stillness and silence followed—a striking contrast to the rustle of silks and the murmur of voices that had prevailed but a short time before. Then there came a sound of quickly trampling feet, constantly increasing in intensity, until Mr. Speaker made his appearance at the bar of the House, followed by the usual and often described rush of the more swift and active of the members. In the front rank of these was the prime minister, looking as if his rest during the vacation had been of no small service to him. As soon as the noise of the arrival had been hushed, the lord chancellor advanced to the foot of the throne, and said that he was commanded by her majesty to read the speech, and that he would do so in her majesty's own words. At this statement there was probably some general sense of disappointment. As the chancellor proceeded, the queen sat with eyes cast down, and almost absolutely still, a single slight movement of the fan being all that was at any time perceptible. Adjoining the building just described is *Westminster Hall*, teeming with historical associations of kings, queens, and princes, and the scene of coronation banquets for ages. Immediately facing the

houses of Parliament, on the opposite side of the Thames, is *St. Thomas's Hospital*, a most imposing structure.

The Thames Embankment should be examined here. This magnificent work reclaimed fifty acres of land from the Thames at an expense of \$2,500,000, and gave it to the citizens of London for a promenade.

St. Paul's Cathedral, situated in the most central part of the metropolis, is its most prominent object: it stands on the elevated position at the end of Ludgate Hill, and its lofty dome may be seen for miles around; the magnificent deep tones of its great bell, which is only tolled on the occasion of a death in the royal family, but strikes the hours, can be heard far out of the city; it is 10 feet in diameter, and weighs $4\frac{1}{2}$ tons. On this site formerly stood another Cathedral, three or four hundred years previous to the Norman Conquest, which was destroyed by the great fire of 1666. The present edifice was erected under the direction of Sir Christopher Wren; built in the form of a cross, 514 feet long and 287 wide. One architect and one master-mason spent *thirty-five* years of labor upon this building; and, when familiar with the fact that nearly all such edifices on the Continent took centuries to erect, it is a remarkable fact that it was commenced and finished under the same bishop, the same architect, and the same mason; the remains of the immortal architect are deposited in the vaults of the Cathedral, as well as those of Wellington and Nelson, who lie side by side; the last-named reposes in a coffin made of the main-mast of the ship "L'Orient," which Nelson captured from the French: it was sent to him by Captain Hallowell. It is said that Nelson had it set up behind his chair in the cabin of his ship. His outside coffin was made originally for Henry VIII. The cost of the whole building, which is of Portland stone, was nearly \$4,000,000, and was built from the proceeds of a tax on the coal brought into the port of London during its erection. The principal monuments in *St. Paul's* are Sir Joshua Reynolds's, Dr. Johnson's, Nelson's, Bishop Heber's, Sir John Moore's, Abercrombie's, and John Howard's. The remains of Benjamin West, Sir Joshua Reynolds, Sir Thomas Lawrence, and James Barry also lie here. Although *St. Paul's* lacks the beauty and interest of *St. Peter's*

and other Continental churches, yet the impression produced upon entering is remarkably fine. The choir is extremely beautiful, and rich in magnificent carvings. The body of the Cathedral is open at all times to the public, admission free; but if you wish to have a splendid view of London, you must make the ascent to a ball over 600 steps, to visit which and the intermediate stations it will cost you 3s. 2d.: thus, to the whispering gallery, 6d.; to the ball, 1s. 6d.; to the great bell, model room, and library, 8d.; then to the vaults to see Nelson's monument, 6d.; in all about 80 cts. This might seem an unreasonable charge for visiting a church by those who have seen all the galleries and churches of Russia, France, and Austria without expending a sou; but we must remember that these countries are despotic, and England is free, and that in free countries the poor have to pay immensely for their freedom. Service on Sundays at 9.45, 3.15, and 7; and week days at 8, 9.45, and 4.

Temple Church, near Temple Bar, consists of two parts, the "Round" Church and "Choir." The Round Church was commenced in the 12th century by Heraclius, Patriarch of Jerusalem. The Choir was finished in 1240, and is in the early style of English architecture. The whole church was restored at a cost of \$350,000 about 1840. This was the church of the Knights Templar, and monuments of several members of that order may be seen in the triforium of the church. Oliver Goldsmith was buried east of the choir. The incumbent of the temple is called the "Master," and occupies an office of considerable dignity. Hooker, the author, was master for six years. In former years lawyers received their clients in the round of the church, each one occupying his own place. Benchers and students only are admitted to the choir. The round is open to all. The choral services on Sunday are finely performed.

St. Bartholomew the Great, West Smithfield, is the oldest and one of the most interesting churches in London. It was founded by Prior Rahere in 1162. This Rahere was companion of Hereward, the "last of the Saxons." Notice his tomb, with effigy, on the north side of the altar. On the opposite side is the monument to Sir Walter Mildmay, founder of Emman-

uel College, Cambridge. The church was built in the Norman style of architecture, but its entrance-gate from Smithfield is a handsome specimen of the early English style. Hogarth, the painter, was baptized here in 1697. Immediately opposite St. Bartholomew's Gate stood the stake where Bloody Mary burned her victims.

St. Saviour, Southwark, founded by Henry VIII. in 1540, built in the early English style. The choir and Lady Chapel are the only portions that remain of the original church, both of which have recently been restored. The Lady Chapel was used, under the reign of "Bloody Mary," as a court for the trial of heretics. There is a monument to John Gower the poet. Several eminent persons have been buried here, among others the poet Massinger, Edmund Shakspeare the actor (brother to William Shakspeare), Philip Henslowe, manager of the Globe Theatre and friend of the poet, and Fletcher, Beaumont's associate.

St. Mary-le-Bow, or Bow Church, is located in a very conspicuous position on the south side of Cheapside, and has a spire of extreme beauty, designed by Sir Christopher Wren. The consecration of the Bishop of London takes place here. Notice the fine old Norman crypt on which Sir Christopher erected the present edifice. The arches are "bows," hence the name of the church. All persons born within sound of "Bow-bells," the bells of this church, are termed "*Cockneys*." The bells are ten in number; the largest weighs over 53 cwt., and the smallest over 8 cwt. The tower in which they are placed is 235 feet high. It was from the site of the balcony in the present tower that the kings formerly sat to see the tournaments and ridings in Cheapside.

St. Mary-le-Savoy was formerly the chapel of the Hospital of St. John the Baptist. It is situated between the river and the Strand; was erected during the reign of Henry VIII. on the site of the palace of Savoy. It is the property of the crown, being part of the estate of the Duchy of Lancaster. It was destroyed by fire in 1864, and restored by Queen Victoria 1865. The present beautiful ceiling is an exact copy of the previous one, containing devices on arms of the Dukes of Lancaster. There is a memorial window from the queen to the prince consort; it is in the

east end, which is ornamented with Gothic niches.

St. James's, Piccadilly, Westminster, is one of Sir Christopher Wren's masterpieces as far as the interior is concerned; the exterior, however, has little to boast of in the way of beauty. The church is noteworthy for the last resting-place of numerous celebrities. Lord Chesterfield, of world-wide notoriety, and the great Earl of Chatham, were both baptized here.

Notice the marble font, by Gibbons; also the foliage over the altar, by the same sculptor. The present organ, made for James II., was presented to this church by his daughter Mary. Among those buried here were Sir John Malcolm, soldier and diplomat; James Gillray, caricaturist; Sir William Jones, Oriental scholar; Dr. Arbuthnot, the friend of Pope; D'Urfey, dramatist; the handsome Earl of Romney (the Henry Sydney of De Grammont's *Memoirs*); and Vanderveldes, senior and junior, the artists.

St. Martin-in-the-Fields (Trafalgar Square) was erected between the years 1721 and 1726. The portico is considered a very beautiful piece of architecture. This church is also the burial-place of numerous eminent persons, among whom may be mentioned the poet Sir John Dryden, the authors James Stewart and James Smith, the painters Hilliard and Paul Vansomer, Nell Gwynne, Jack Sheppard, etc. The register records the baptism of the celebrated Lord Bacon.

St. Helen's, Bishopsgate Street. The church of the Priory of the Nuns of St. Helen's was founded in 1216 by William Basing, Dean of St. Paul's. There is little to attract attention here except its antiquity, and the tombs of Sir John Crosby, Sir Thomas Gresham, and others.

St. Giles's, Cripplegate, was built in 1545, and was one of the churches which escaped the great fire. It is interesting as the burial place of Milton; Fox, of martyr notoriety, was also buried here. The register records the marriage of the Protector Cromwell, and the burial of Defoe in the neighborhood.

St. George's, Hanover Square, built by John James at the commencement of the 18th century. It contains some fine painted windows brought from Mechlin. Near-

ly all the fashionable marriages in London take place here.

Sir Christopher Wren distinguished himself in the designs of churches, having built fifty-three since the time of the great fire. Of the more recent structures, one of the most noticeable is St. Stephen's, of Gothic architecture, and erected at the expense of Miss Burdett Coutts. On Sunday a most exquisite choral service is performed. St. Marylebone, in the Marylebone Road, is elaborately finished, and the services here are very impressive. Among the Roman Catholic churches the most important is St. George's Cathedral, near the Bethlehem Hospital: it is a massive Gothic structure, but has never been finished, in consequence of a deficient amount of funds. Of the sensation religious establishments, however, none can compete with that of Spurgeon's *Tabernacle*: here the celebrated preacher entices the curious crowd, sometimes numbering four or five thousand. *Whitehall Chapel* was formerly the Banqueting House of the palace of Whitehall, and at the time of the fire in 1695 it was the only portion of the palace which escaped destruction. The present edifice was erected in the time of James I., and is regarded as a most interesting specimen of Italian architecture. The interior is about 113 feet long and 56 wide; the ceiling was painted by *Rubens* in memory of James I. In front of one of the windows Charles I. suffered death on the scaffold.

The *Tower of London*, supposed to have been commenced by Julius Cæsar. Although most writers say that William the Conqueror first commenced it in 1078, still we have the authority of Shakspeare for saying it was begun by the Roman emperor. In Richard III., Act iii., scene 1, Prince Edward says,

"I do not like the Tower, of any place:
Did Julius Cæsar build that place, my lord?"

Gloster. He did, my gracious lord, begin that place,

Which, since, succeeding ages have re-edified.

Prince. Is it upon record? or else reported
Successfully from age to age he built it?

Buckingham. Upon record, my gracious lord."

This celebrated fortress is situated at the eastern extremity of the city, and is separated from the thickly populated portion of the city by what is called Tower Hill. It covers about twelve acres of ground, and is surrounded by a moat, which, since 1843,

has been used as a garden. On the river side is an entrance called the Traitor's Gate, through which persons of state were conveyed in boats after their trial. Within the famous structure are numerous buildings, including the Barracks, Armory, Jewel-house, White Tower, St. Peter's Tower, Bloody Tower, where Richard III. murdered his nephews; the Bewyer Tower, where the Duke of Clarence was drowned in a butt of Malmsey; the Brick Tower, in which the Lady Jane Grey was confined; the Beauchamp Tower, the prison of Anne Boleyn, and numerous other buildings. In addition to the Tower's original use as a fortress, it was the residence of the monarchs of England down to the time of Elizabeth, and a prison for state criminals; and numerous are the kings, queens, warriors, and statesmen who have not only been imprisoned, but murdered within its walls. The histories of Lady Jane Grey, Catharine Howard, Anne Boleyn, Sir Walter Raleigh, Lord William Russell, the Protector Somerset, Sir Thomas More, William Wallace, and King John of France, do they not live in the remembrance of every historical reader? These old towers are very interesting, but only a few of them are open to the public. In addition to the historic points of interest which you visit, you will be conducted through the *Armories* and *Jewel-house*, for which you must purchase tickets, price one English shilling; and, after waiting until a party is collected, which is done every half hour, a warder, dressed as a yeoman of the time of Henry VIII., will show you through the *Armory*, and then intrust you to the care of a female, who will describe the use and value of the regalia in the *Jewel-house*.

The *Horse Armory*, built in 1826, is an extensive gallery, in which is a finely-arranged collection of armor used from the 13th to the 18th century, including suits made for different distinguished personages; among these is that worn by the Prince of Wales, son of James I.; Henry VIII.; Dudley, earl of Leicester; Charles I.; and John of Gaunt; a suit worn at the Eglington tournament, in 1839, by the Marquis of Waterford. From the *Horse Armory* you are conducted into *Queen Elizabeth's Armory*, filled with arms and relics; it is located within the walls of the *White Tower*, which are 14 feet thick. The room

in which Sir Walter Raleigh was immured is here shown: he was confined three different times in the Tower, and here his son Carew was born. The block upon which Lord Lovat was beheaded is also shown. The *Lion Tower*, on the right as you enter, was for 600 years the royal menagerie: the few animals remaining were removed to the *Zoological Gardens* in the reign of William IV. On the way to the *Jewel-house* are some interesting specimens of cannon, etc.

The *Jewel-house* contains all the crown-jewels of England; they are inclosed in an immense case, around which you walk and listen to the description. Prominent among them is the crown made for the coronation of Queen Victoria, at an expense of about £600,000. Among the profusion of diamonds is the large ruby worn by the Black Prince; the crown made for the coronation of Charles II.; the crown of the Prince of Wales and that of the late Prince Consort; crown made for the coronation of the queen of James II., also her ivory sceptre. The coronation spoon, and bracelets, royal spurs, swords of Mercy and Justice, are among the other jewels. Here, too, is the silver-gilt baptismal font, in which is deposited the christening water for the royal children, and the celebrated Koh-i-noor diamond, the present property of Queen Victoria, and the object of great interest at the Great Exhibition in Hyde Park in 1851. It formerly belonged to Runjeet Singh, chief of Lahore, and was called the "Mountain of Light."

The *British Museum* is a magnificent edifice, erected between 1828 and 1854, in the Grecian style of architecture. It is situated in Great Russell Street, Bloomsbury, and is open to the public Mondays, Wednesdays, and Fridays. It is closed from the 1st to the 7th of January, the 1st to the 7th of May, and the 1st to the 7th of September inclusive; also on Ash-Wednesday, Good-Friday, and on Christmas days. The hours are from 10 to 4 during January, February, November, and December; from 10 to 5 during March, April, September, and October; and from 10 to 6 during May, June, July, and August; also in summer, Saturday afternoons.

The *Medal and Print Room* can only be seen by particular permission; the last named is closed on Saturdays.

A catalogue should be purchased on entering (price one shilling).

The British Museum may be said to have been founded by Sir Hans Sloane, who made an offer to the British Parliament of his then large library (1753) for the sum of one hundred thousand dollars, said to have cost one hundred and fifty thousand. This offer was accepted after his death, and the following large additions made to the library: First the sum of one and a half millions of dollars was raised by lottery; fifty thousand dollars paid for the Sloane Museum; the Royal Library of the Kings of England; fifty thousand dollars for the Harleian Collection; George III. presented a large and valuable collection of Egyptian antiquities in 1801; Major Edwards thirty-five thousand dollars and a large collection of books; the Reverend C. Cracherode's collection of books and prints, valued at two hundred thousand dollars; Garrick's large collection of plays. Large bequests were also made by Sir Joseph Banks, Sir William Musgrave, Dr. Birch, Thomas Tyrwhitt, and George III. There was also purchased by the British Museum the Elgin Marbles, valued at one hundred and seventy-five thousand dollars; Townley Marbles, valued at one hundred and forty thousand dollars; Phigalean Marbles, ninety thousand; Blaca's collection, valued at two hundred and forty thousand dollars; Dr. Burney's MSS., sixty-five thousand dollars; Lansdowne MSS. at twenty-five thousand, with numerous other collections.

The ancient sculpture in this museum is considered the most perfect in Europe; commencing with the Egyptian, the specimens are very complete through the Assyrian, Grecian, and Roman.

In one of the three halls devoted to the Egyptian Antiquities may be seen the celebrated *Rosetta Stone*, which furnished Dr. Young with the clew for deciphering the Egyptian hieroglyphics; the inscription it contains is three times repeated in hieroglyphics in a written character called Demotic, and in the Greek language; the stone is three feet long, two feet five inches broad, and about ten inches thick. It was found near the Rosetta mouth of the Nile by M. Bouchard, a French officer, and came into the hands of the English at the capitulation of Alexandria, one of the articles

of the capitulation being that all objects of art collected by the French Institute in Egypt should be delivered to the English.

Notice specially the Elgin Marbles, so called from Lord Elgin, who, while ambassador at the Porte, obtained firmans from the sultan to remove from Athens some of the finest specimens of Grecian sculpture. We hardly know whether the advantage that thousands have of seeing these specimens, who would not otherwise see them, will cancel the shameful act of him who asked for the firman or of him who granted it, for the removal of these specimens from whence they properly belonged.

The *Phigalean Marbles* were found near the ancient city of Phigalea, in Arcadia.

The *Agina Marbles* are casts of groups taken from the Temple of Jupiter Panhellenius, in the island of Agina.

The *Halicarnassus Marbles* are from that ancient city in Asia Minor.

The *Farnese Marbles* were purchased from the King of Naples.

The minor objects of Egyptian Antiquity, the *Etruscan, Bronze, Medal, and Medieval Rooms*, will all well repay an examination. The library of printed books exceeds (this year, 1871) 850,000, and is increasing at the rate of seventy-five thousand volumes yearly. Among the 1650 different editions of the Bible is the first issued from the press, called the *Mazarine Bible*. It is printed on vellum, in the Latin language, by Guttenberg and Faust, in 1455.

The Reading-room is a magnificent apartment, circular, surmounted by a dome 140 feet in diameter, or one foot more than St. Peter's at Rome; it is 106 feet high, and has accommodation for three hundred readers, each with a desk. There are two tables exclusively set apart for ladies. This museum has the best zoological collection in the world. In the gallery of natural history is the skeleton of a gorilla, purchased from M. Du Chaillu. The MSS. rooms, print rooms, rooms devoted to mineralogy and geology, will all be examined with great interest.

The *National Picture Gallery* occupies the north side of Trafalgar Square, was founded in 1824, and the present building, which cost \$500,000, was finished in 1838. Although not so large as many galleries

on the Continent, it contains numerous gems. The Royal Academy, which formerly occupied the eastern portion of this building, was removed, in 1869, to Burlington Gardens.

The gallery is open to the public Mondays, Tuesdays, Wednesdays, and Saturdays, and to artists Thursdays and Fridays; from 10 to 5 in winter, and from 10 to 6 in summer. The last two weeks in September and the month of October it is closed to the public. The National Gallery owes much of its importance to the numerous bequests of artists and private gentlemen. Mr. Vernon alone bequeathed 162 pictures, known as the Vernon Gallery; these, however, have lately been removed to the Turner collection. The Kensington Museum was also a very valuable bequest. The government has done much for the gallery; many valuable gems have been purchased for it. The number of pictures is about 800. Among the paintings of the Italian, Spanish, French, and Flemish schools may be noticed, by Raphael, St. Catharine of Alexandria, cost £5000; also Pope Julius II. Correggio's Holy Family, Ecce Homo, and Mercury instructing Cupid, cost \$50,000. Rubens's Judgment of Paris and Rape of the Sabines. Murillo's Vision of a Knight, and Holy Family. Paul Veronese's Family of Darius. Da Vinci's Christ disputing in the Temple. Titian, Guido, Velasquez, Salvator Rosa, Rembrandt, and others, are also represented. The Waterloo Vase, which stands in the hall, was captured from a French ship on her way from Carrara to Paris.

The rooms are eleven in number, but a large property having recently been purchased in the rear of the gallery, a new and more commodious building will soon be erected.

South Kensington Museum, Brompton, was founded in 1852 by the prince consort, and built on property purchased with the surplus funds derived from the exhibition of 1851. Admission free, Mondays, Tuesdays, and Saturdays, from 10 A.M. to 10 P.M. Students' days, Wednesday, Thursday, and Friday, from 10 to 4; on these days sixpence admission fee. This large and wonderfully interesting collection of paintings, sculptures, jewels, porcelain, arms and armor, carvings in ivory, wood, and stone, ornamental furniture, tapestries,

and embroideries, will well repay a visit of a whole day and evening. (You can obtain a good dinner at the restaurant, and the galleries are lighted at night.) There is an *Art Library*, composed principally of works of reference in painting and sculpture, which may be consulted.

The principal collections of paintings are the Sheepshanks collection, comprising 234 oil paintings; the Vernon collection, 162 in number, and the Cartoons of Raphael, from Hampton Court. There is also the large and valuable private collection belonging to Mrs. Henry T. Hope, loaned to the museum. The different collections were arranged in the present new building in 1869. Notice specially the Prince Albert Gallery, which contains many objects of great interest. Over the refreshment rooms and retiring rooms for ladies is a theatre for the delivery of lectures.

Among the Sheepshanks collection, which is composed principally of modern British artists, are several gems of Landseer, Wilkie, and Leslie; also the *Horse Fair* of Rosa Bonheur.

The Vernon collection contains many masterpieces of Gainsborough, Eastlake, Landseer, and Turner. The seven cartoons by Raphael were executed in 1514 by command of Leo X., as patterns for tapestries in the Sistine Chapel. The subjects are: Christ's Charge to Peter; the Death of Ananias; Peter and John at the Beautiful Gate; Healing the Lame Man; Paul and Barnabas at Lystra; Elymas the Sorcerer struck Blind; Paul Preaching at Athens, and the Miraculous Draught of Fishes.

The *National Portrait Gallery* has been removed to this museum temporarily. Examine the *Meyrick Collection of Armor*; also the *Museum of Patents*.

The *Royal Albert Hall of Arts* was opened by the queen in 1871. It is designed for public meetings, concerts, and balls, and is capable of holding 15,000 people. It is built in the form of a circus, 200 feet by 175, and is beautifully decorated. The queen laid the corner-stone May 20th, 1868. It is situated a short distance from the Kensington Museum.

Soane's Museum, 13 Lincoln's Inn Fields. A most interesting collection of art. It is open to visitors on Wednesdays, Thursdays, and Fridays, from 10 to 4 during the

months of April, May, June, July, and August. The collection occupies twenty-four rooms, every portion of which is filled. One of the principal objects of attraction is an Egyptian sarcophagus, discovered by Belzoni in 1716, said to have been that of the father of Rameses the Great. It was purchased by Sir John Soane for £10,000. Hogarth's celebrated series of eight pictures, entitled the Rake's Progress, are also in this museum, as well as his series of election pictures. Notice the set of Napoleon medals, formerly the property of the Empress Josephine.

The East India Museum, India Office, Downing Street, open to the public from 10 to 4. It contains not only a curious collection of Oriental dresses, instruments, idols, trinkets, etc., but a collection of the chief natural productions of India, with specimens of the arts and manufactures of that country.

The Royal College of Surgeons, Lincoln's-Inn-Fields. Admittance by order from a member, Mondays, Tuesdays, Wednesdays, and Thursdays, from 12 to 4, except September. The present building was erected in 1835, and cost \$200,000. This collection, which contains upward of twenty thousand specimens, is arranged in two apartments, one the Physiological Department, the other the Pathological Department. There are some most remarkable specimens of monstrosity in nature in this building. Among these is a monstrous fœtus, found in the abdomen of a lad of seventeen years. A female twin monster united crosswise; the mother was only seventeen years of age. The intestines of the Emperor Napoleon I., showing the progress of the disease of which he died. The skeleton of the Irish giant O'Brien, eight feet in height; and the skeleton of the Italian dwarf Caroline Crachami, twenty inches in height; also the skeleton of the huge elephant *Chunee*, formerly exhibited on Covent Garden stage, with many other objects of interest.

United Service Museum, Whitehall, founded in 1830. Admittance, only by member's introduction or order, daily, from April to September, 11 to 5; October to April, 11 to 4. This museum is one of the most interesting in London. In addition to the numerous relics it contains, specimens of all the different improved arms of the day

may be seen, from the steel siege gun of Krupp to the Henry Martine rifle (the latest invention); also specimens of shells from one yard in diameter down, with models of all the latest improvements in vessels of war, including a beautiful model of the unfortunate *Captain*. Also models, on a large scale, of the Battle of Waterloo, the Siege of Sevastopol, Battle of Trafalgar. A skeleton of Marengo, the Arab war-horse which Napoleon rode at the battle of Waterloo; the sword worn by General Wolf at the battle of Quebec; Captain Cook's chronometer; numerous Arctic relics of Sir John Franklin. Notice the stuffed figure, and read the curious history of the dog "Bob," which made the campaign of the Crimea.

Museum of Practical Geology, Jermyn Street. Open gratuitously every day, except Sunday and Friday, from 10 to 4. This valuable museum, which is a school of mines, was opened in 1851. Its collection illustrates the mineral products of Great Britain and her colonies; also the application of geology to practical purposes, with numerous models of mining machinery. Lectures are delivered during the season to working-men, illustrating the collection and the working of geology.

Madame Tussaud's Wax-works, Baker Street, Portman Square. This very interesting collection of wax figures is open day and evening. The evening is the best time to visit it. Doors open from 10 to 6, and from 8 to 12. Admittance, one shilling; to the chamber of horrors, 6d. extra. The principal objects of attraction are the carriages and relics of Napoleon, including the camp-bed on which he died; the reigning queen, with her children and prince consort; Wellington as he lay in state; the portrait gallery; and the wax figures of all the horrible murderers of modern times.

Buckingham Palace, the residence of her majesty Queen Victoria, when in London, may be visited by obtaining a ticket from the lord chamberlain. It stands at the west end of St. James's Park. The principal apartments are the throne-room, library, green drawing-room, sculpture gallery, in all of which are some fine paintings: the principal is a *Rembrandt*, for which 5000 guineas were paid by George IV. The interior of the palace is grand.

but dark, and lamps are frequently kept lighted in many of the apartments through the day. In the garden is a very pretty summer-house, ornamented with frescoes by distinguished artists, such as Landseer, Maclise, and others. Queen Victoria resided at Buckingham, when in town, since 1837, up to the death of the Prince Consort. She has 1,625,000 dollars settled upon her yearly, all of which, with the exception of 300,000 dollars, is spent by the lord chamberlain and lord steward of the household, and other officers of the court. The picture-gallery contains a choice collection by first-class artists. The *Royal Mews*, close by, should be visited; to do so, obtain an order from the Master of the Horse. Here are kept all the state horses and carriages.

St. James's Palace, the residence of the English sovereigns previous to Victoria's occupation of Buckingham Palace; the queen holds her drawing-rooms here, it being better adapted for the purpose than Buckingham. Of late years the Prince and Princess of Wales have been holding the "drawing-rooms" instead of the queen. It is by no means pleasing in its external appearance. This palace is rich in historical associations; George IV. was born here; so also was the son of James II. by Mary of Modena. It was currently reported that this child, afterward known as the Old Pretender, was not the son of the queen, but was conveyed to her bed in a warming-pan. Miss Vane, one of the maids of honor, was here delivered of a child, whose father was Frederick, prince of Wales. Here died Mary I.; also Henry, son of James I.; here Charles I. took the last leave of his children; here Howard, husband of Mrs. Howard, countess of Suffolk, and mistress of George II., made a public demand for his wife, and was quieted by a pension of \$6000. Every information respecting the mode of presentation will be cheerfully furnished by the American ambassador. The seats in the chapel royal are appropriated to the nobility; and tickets, issued by the lord chamberlain, are very difficult to procure.

Whitehall, the former palace of the kings of England from Henry VIII. to William III., is at present only represented by the Banqueting-house, designed by Inigo Jones. The whole palace was intended to

have been built in the same style as the Banqueting-house, but the design was never carried out. The ceiling was painted on canvas by Rubens, and represents the apotheosis of James I. Charles I. was executed on a scaffold in front of this house.

Marlborough House, Pall-Mall, St. James's, the residence of the Prince of Wales, was erected by the great Duke of Marlborough. It was bought by the crown in 1817 for the Princess Charlotte and Prince Leopold, subsequently King Leopold I. of the Belgians, who lived here many years; as did also Queen Adelaide, widow of William IV.

Kensington Palace is a large building, the former residence of the Earl of Nottingham, purchased by William III. The upper story of the building was built by the same monarch. Queen Victoria was born here in 1819, and held here her first council in 1837. William III., Queen Mary, Queen Anne, and George III. all died here. Its famous collection of pictures has been divided amongst other palaces.

PALACES AND MANSIONS OF THE NOBILITY.

Lambeth Palace, situated on the Thames, and nearly opposite the new houses of Parliament, is the residence of the Archbishop of Canterbury, and dates back to the 13th century. The chapel is the oldest part of the edifice, which exhibits numerous varieties of architecture. Its library contains 25,000 volumes of well-selected books. The palace and library can be visited Mondays, Wednesdays, and Fridays, with order from the Archbishop. The income of the Archbishop of Canterbury, as head of the Church of England, is \$60,000 per annum. The church adjoining the palace is the mother church of Lambeth, and here several of the archbishops are interred.

Apsley House, Hyde Park Corner, the city residence of the late Duke of Wellington from 1820 to 1852. The most important room is that facing Hyde Park; here the celebrated Waterloo banquets were held, at which the duke presided until the time of his death. The front windows of the house were covered with bullet-proof iron shutters, the windows having been broken by the London mob during the Reform Bill riots. The present duke had them removed in 1855. Apsley House con-

tains many fine paintings by Wilkie, Teniers, Velasquez, Correggio, and others; among others, two full-length portraits of George IV., by Wilkie; full-length portraits of the different sovereigns of Europe; two of Napoleon; Van Amburg and the Lions, by Landseer: Christ on the Mount of Olives, by Correggio. This picture, which is painted on panel, was captured in the carriage of Joseph Bonaparte and restored to Ferdinand VII., who presented it to the duke. The celebrated Signing the Peace of Westphalia is also here.

Stafford House is probably the finest private mansion in England. It was originally built for the Duke of York, son of George III., but was sold to the Duke of Sutherland in 1841. The dining-room is very large and exceedingly beautiful. The pictures are distributed throughout the house: there is one hall or gallery, however, devoted exclusively to paintings, containing works by Raphael, Guido, Titian, Velasquez, Tintoretto, Teniers, Poussin, and Watteau, and other first-class ancient and modern masters. Permission must be obtained from the duke to visit the house.

The *Memorial*, occupying the site of *Temple Bar*, consists of a solid base of granite 7 ft. 8 in. long by 5 ft. 2 in. wide, and 7 ft. high. The upper portion is adorned with bas-reliefs in bronze, representing old Temple Bar, a Royal Procession into the City, the Thanksgiving for the Recovery of the Prince of Wales, and the City insignia, with an inscription recording the object of the memorial. Upon the base is a structure, also oblong, supported by pilasters at its angles. The two wider sides, those looking north and south, have niches in which are statues of the Queen and the Prince of Wales. The pilasters are adorned with arabesques, and the entablature bears an inscription.

Bridgewater House, the residence of the Earl of Ellesmere. The collection of pictures in the gallery is one of the most complete and valuable private collections in Europe. It was left by the Duke of Bridgewater in 1803 to the late Earl of Ellesmere, and contains over three hundred first-class pictures. Forty-seven of these are from the celebrated Orleans collection: there are four Raphaels, four Titians, five Domenichinos, five Rembrandts, three Rubens, seven Caraccis, two Guidos, eight Teniers, and other principal masters

in proportion. Days of admission, Mondays, Tuesdays, Thursdays, and Fridays, from 10 to 5. Cards of admission may be obtained at Messrs. Smith's, 137 New Bond Street.

Grosvenor House, the town residence of the Marquis of Westminster, is situated in Upper Grosvenor Street. The house, though handsome, is principally noted for containing the celebrated Grosvenor collection of pictures, most of which were collected by Richard, first Earl of Grosvenor. Admission, only by order from the marquis, from 2 to 5 during the months of May and June. Rubens is here well represented.

Devonshire House, Piccadilly; *Montague House*; *Norfolk House*; *Holland House*; *Bath House*, the residence of Lord Ashburton; *Manchester House*, the residence of the Marquis of Hereford; *House of Sir Robert Peel*, have all got galleries of more or less importance, which, if the traveler have time, he should visit.

PUBLIC BUILDINGS.

Bank of England—the most extensive banking institution in the world—situated north of the Royal Exchange: about 1000 clerks are constantly employed here, at salaries ranging from \$250 to \$6000 per annum. The buildings are rather low, and peculiar in appearance; they, with the courts, include an area of about eight acres. Many of the offices are open to visitors, but the private ones can only be visited by an order from a director: the most interesting apartments are the bullion office, weighing office, treasury, and the apartment where the bank-notes are printed: here is a steam-engine, which moves printing-machines, plate-presses, etc., and, from its beautiful movement, forms a very interesting sight. The management of the bank is invested in a governor, deputy governor, and twenty-four directors. Notice especially the remarkable weighing machines.

Royal Exchange is situated on Cheapside, and was opened by Queen Victoria October 28th, 1844. The building cost \$900,000. The Exchange consists of an open court surrounded by a colonnade, in which are statues of Queen Victoria, Queen Elizabeth, Sir Thomas Gresham, and Sir Hugh Myddleton. In the rear of the Exchange

is a statue of the American banker, George Peabody, seated in a chair; it is by the American sculptor, Story. Up one flight of steps in the eastern portion of the building are Lloyds Subscription Rooms, where "merchants most do congregate." All merchants, shippers, underwriters, in fact every one engaged to any extent in business in the city, are members, and here is discussed all news, political, foreign, commercial, or local. The number of subscribers is about two thousand. Admission, \$125; annual dues, \$21; if an underwriter, \$52 50.

The Mansion House, the residence of the lord mayor, is situated between Cheapside and Lombard Street. It was erected between 1739 and 1741, and cost about \$350,000. It is decorated with statues by modern artists. The principal hall is called the Egyptian Hall, and here, on Easter Monday, the lord mayor gives a banquet and ball to some three hundred and fifty persons. The lord mayor is elected from the board of aldermen every 29th of September, serving for one year only; his salary is \$40,000, but he generally spends much more. The lord mayors, in all city celebrations, take precedence of members of the royal family. The entire city is under his charge. The "Mayor's Show" has ceased since 1867 to attract much attention. Now, on the day he is installed in office (9th of November), the procession starts from Guildhall at a trot, and, escorted by cavalry, passes through Cheapside, Ludgate Hill, Fleet Street, and Strand to Westminster Hall, where he is sworn in by one of the barons of the Exchequer, and then returns by the same route to preside over the mayoralty dinner at Guildhall.

Guildhall is situated at the foot of King Street, Cheapside. The principal hall, which is used for public meetings of the citizens, is 150 feet long by 50 broad, and contains some ordinary monuments. The two giants in the hall, known as Gog and Magog, were formerly carried in the procession on the "Mayor's Show" day. The common council chamber contains numerous portraits and statues; in this hall the mayor gives his inauguration dinner, at which the government ministers and great law officers of the crown attend. The banquet usually costs over ten thousand

dollars, half of which the mayor pays; the other half is paid by the two sheriffs.

The library of Guildhall contains 30,000 volumes.

General Post-office, St. Martin's-le-Grand, is a spacious building, in Ionic style, with lofty central portico. The establishment employs more than 20,000 clerks, carriers, etc., in different parts of the United Kingdom; about 600 millions of letters are delivered annually—150 millions in London alone, in addition to 74,000,000 newspapers and 8,000,000 book parcels. The annual postage revenue amounts to \$17,500,000.

The Custom-house is situated in Lower Thames Street, facing the river. It was erected between 1814 and 1817. Almost one half the custom dues of the United Kingdom, which amount to some hundred millions of dollars, are collected in London. Liverpool, which is the next principal city, only collects one fifth as much as London. Some 2400 clerks are employed, at an expense of \$1,400,000.

Somerset House is situated in the Strand, and is a very large and handsome edifice. It was erected on the site of the Palace of the Protector Somerset, and is used for government offices, such as the *Audit Office*, office of the *Registrar General*, the *Inland Revenue Office*, and a branch of the *Admiralty*, the principal office being in Whitehall.

Burlington House, in Piccadilly, formerly the residence of the Lords of Burlington. It was purchased by the government in 1854 for seven hundred thousand dollars. The whole has been reconstructed; on the site of the gardens have been erected the *Hall of Science*, containing apartments for all learned societies, the new academy exhibition rooms of the Royal Academy of Art. In addition to the council-room, offices, and schools of drawing, there are thirteen halls where the annual exhibition of modern artists in painting and sculpture takes place. There is also a hall where the annual banquet is held, and a theatre for lectures and the distribution of prizes.

The annual exhibition of pictures by living artists opens the first Monday in May, and is open for three months. No one artist can send more than eight pictures; an amateur only one. Pictures are forwarded one month before the opening

of the exhibition. All pictures are examined by a council, which decides whether the work is entitled to a place in the exhibition.

The *University of London* is also in the gardens of Burlington House. It was founded in 1837, and ranks first among the prominent establishments of the metropolis; the building is one of the handsomest modern edifices in London. This university has nothing to do with the business of education, it being established only for the purpose of conferring degrees on graduates of different London colleges.

The *Royal Mint*, on Tower Hill, will well repay a visit to witness the powerful yet delicate machinery for stamping and cutting coin. An order must be obtained in writing from the Master of the Mint; the order must be used on the day for which it is issued, and in making application you must state the name, address, and number of persons in the party.

The *Treasury Buildings*, Whitehall, situated between the Horse Guards and Downing Street. This is the office of the Lord High Treasurer, who is the prime minister of England; his salary is £25,000 per annum. All the great money transactions of the state are arranged here. In these buildings are also the *Foreign Office*, *Privy Council Office*, *Home Office*, and *Colonial Office*.

Horse Guards, at Whitehall, the headquarters of the commander-in-chief of the British army, who has a salary of about \$17,300 per annum. The archway through the building is only opened for royal personages when entering St. James's Park, on each side of which a cavalry soldier stands sentry from 10 to 4. The offices of the quartermaster general and adjutant general are also here. Officers' commissions are bought and sold in England. There is a prospect now of the rule being abolished. The price of a lieutenant colonel's commission in the Guards is \$36,250; an ensign of the same, \$6000; a lieutenant colonel's commission in the line is \$22,500; an ensign's commission in the line, \$2250. A private Life Guardsman has about 50 cents per day; in the line, 28 cents.

Stock Exchange, Capel Court, built in 1853, immediately in front of the Bank; the members are about 900 in number, and

are all elected yearly, each member paying fifty dollars per annum; members are elected by ballot by a committee of thirty, which is also elected yearly. Foreigners must reside in England five years before they are eligible to election. A bankrupt can not be elected unless he pays one third of his debts. All the stock transactions of the kingdom are carried on in this establishment. The usual commission charged by a broker on the purchase or sale of stocks is one eighth per cent.

The *Schools, Colleges, and Learned Societies of London* are very numerous: *The Royal Academy of Arts, of Music, Society of Antiquarians, the Astronomical and Linneæan Societies, Royal Institution of British Architects, Institution of Civil Engineers, Royal Horticultural Society, Geological Society of London, The Herald's College, Royal Colleges of Surgeons and Physicians, St. Paul's School, Westminster School*, established by Queen Elizabeth in 1560, *The Charter House* (hospital and school-house), *Christ's Hospital*, or the "Blue-Coat School," so called from the color of the boys' clothes, *Government School of Design*, and *City of London School*.

The *Hospitals of London* are numerous, well conducted, and richly endowed. In addition to Greenwich Hospital, mentioned in "Excursion in the Vicinity of London," the principal are, *Bethlehem Hospital, St. Thomas Hospital, St. Bartholomew's Hospital, Guy's Hospital*.

The *Foundling Hospital*, in Guilford Street. This establishment should be visited on Sundays after morning service, when the children are at dinner.

There are numerous other hospitals and charitable institutions, amounting to over one thousand in number, of which we can take no note. We must, however, allude to the magnificent charities of our countryman, the late George Peabody, who in 1864 gave \$750,000 to build lodging-houses for the poor of London, augmented afterward to \$2,500,000. A portion of this amount has been expended in purchasing land and building model lodging-houses for the poor. The buildings are five stories high, and are located at Westminster, Islington, Shadwell, Chelsea, and Spitalfields. The rooms are let at from \$1 25 per week for three rooms, to 62 cts. for one room. The trustees of the gift are the

American ambassador, the Earl of Derby, Sir Stafford Northcote, J. S. Morgan, Esq., and Sir Curtis Lampson.

The principal *Bridges* of London are *London Bridge*, built of granite between 1825 and 1831, at a cost of ten millions of dollars. It is 900 feet long and 54 wide. The lamp-posts are made from cannon taken during the Peninsular War. Over 100,000 persons pass over this bridge every twenty-four hours. It is the lowest bridge, or that nearest the sea.

The next in order is the *South-eastern Railway Bridge*, by which Charing Cross is connected with Cannon Street terminus.

Blackfriars Bridge, constructed between 1864 and 1869, of iron, 1270 feet long and 75 wide.

Near to this is the *London, Chatham, and Dover Bridge*, constructed for that railroad.

Hungerford Bridge, built of iron in 1863 for the Charing-Cross Railway station. Foot passengers alone cross.

Waterloo Bridge is a splendid specimen of substantial architecture. It was built by a private company between 1811 and 1817. It is 1380 feet long and 43 wide. The toll is one cent, which amounts, for foot passengers, to \$50,000 per annum.

Westminster Bridge, the most elegant of all the London bridges, was finished in 1862. It is constructed of iron, on stone piers; is 1160 feet long and 85 wide, probably the widest in the world. From this bridge the best view can be had of the river front of the beautiful houses of Parliament.

There is also *Lambeth Bridge*, *Vauxhall*, *Pimlico Railway Bridge*, and *Pimlico Suspension Bridge*.

The *Thames Tunnel*, beneath the bed of the Thames, was originally intended for carriages. It was commenced in 1825, and finished and opened to the public in 1843. Brunel was the architect. Its total cost was nearly two and a half million dollars. It is now used as a railway, connecting the lines on the north with those on the south of the Thames (see p. 67).

The *Thames Embankment* is a magnificent structure, consisting of a hewn granite wall protecting an elegant quay reclaimed from the river. This promenade is upward of one hundred feet wide, extending from the Westminster Bridge to Blackfriars. Beneath this is the principal

sewer, which empties itself some distance below the city, and alongside runs the Metropolitan Railway.

Holborn Viaduct is a remarkably fine specimen of engineering. It was intended to relieve the traffic which passed over Holborn Hill. Was opened by the queen in person in 1869. It crosses Farringdon Street (a great thoroughfare), resting on red granite piers.

The principal *Docks* of London are *St. Catharine's Docks*, situated near the Tower, covering an area of twenty-four acres, eleven of which are water. The cost of this immense undertaking was over eight millions of dollars. Twelve hundred houses were pulled down to make room for them.

London Docks cover ninety acres, thirty-four of which are water, the rest being warehouses and vaults. The entire cost was over twenty millions of dollars. The *East India Docks* cover an area of thirty-four acres. There are also the *West India Docks*, *Victoria Docks*, *Commercial Docks*, *Surrey Docks*, and *Millwall Docks*.

The Railway Stations of London are numerous and magnificent. The Midland Railway Company, whose system extends to all the principal cities of England, is one of the best conducted lines in Europe. The span of the great shed is the widest that has yet been erected, 700 feet long, 243 wide, and 100 high, covering ten acres of ground. There are eleven lines of rails, and a cab-stand twenty-five feet wide. In the construction of this building 60,000,000 bricks were used, 80,000 cubic feet of dressed stone, and over 9000 tons of iron.

The new Liverpool Street station of the *Great Eastern Railway*, opened in November, 1875, is the largest station of any company in London, having ten platforms capable of accommodating thirteen trains at the same time. Trains run in and out of this station every few minutes throughout the day. This is the terminus of the main lines to Yarmouth, Norwich, Cambridge, Ipswich, etc. From this station also depart the Continental Express trains in connection with the steamers for the Continent *via* Harwich. Having direct rail communication with all parts of England, it possesses greater facilities for passenger traffic than any other station in the world.

The *Great Western Railway Company's* station, which, with its beautiful hotel, was

completed in 1856, is also well worth a visit; but one must come in or go out of this station (the Paddington) if intending to visit the leading objects of interest in England or Wales. Travelers are recommended to take this line, the most direct if visiting Oxford, Leamington, Warwick, Stratford-on-Avon, Bath, Bristol, North or South Wales, Exeter, Torquay, Plymouth, and West of England generally. It has a reputation for carefulness and general good management.

The *Victoria* station is also a large and beautiful structure. *Brighton and South Coast* is also an admirably managed line. It has a station at London Bridge.

Charing-Cross station and hotel is a large and imposing structure. This station is connected with the Cannon Street terminus in the city, a fine building. The *London, Chatham and Dover*, and *London and Northwestern*, have stations in the city.

THE CLUBS OF LONDON.

The clubs of London are larger in number, more elegant in point of architecture, than in any other city in the world. They are nearly all situated in Pall Mall or St. James's Street, which locality is usually called "Club Land." They are about thirty-one in number, and average from two thousand to five hundred members.

Athenaeum Club (an elegant building) is situated in Pall Mall. This is essentially a literary and scientific club. The members are chosen by ballot: one black ball in ten excludes. Number of members, 1200. Entrance fee, £130; annual fee, \$37.

The Carlton Club is situated on the south side of Pall Mall, and is the most beautiful club-house in London. It contains 800 members, in addition to members of the House of Lords and Commons. Entrance fee, £80; annual fees, \$50.

Conservative Club, situated on the west side of St. James's Street. This club was opened in 1845, and cost £366,000. Its interior is most elegant and commodious. It has 1500 members. Entrance fee, £131; annual fees, \$42.

Carlton Junior is also situated in Pall Mall. It is a beautiful and commodious building: was erected to accommodate the overflow from the Carlton. Its internal arrangements are most complete. It has some 1200 members.

Reform Club is a large and elegantly-finished building, situated next to the Carlton Club; was founded in 1830 by the Liberal members of both houses of Parliament; contains 1000 members, in addition to members of Parliament. It acquired a great reputation for its cooking. The celebrated Soyer was for a long time its *maitre d'hôte*.

Army and Navy Club, also in Pall Mall, an exquisitely-finished house; it has 1500 members, and cost \$500,000. Its "morning-room," smoking-room, and kitchen are probably the best in the city. Its entrance fee is \$150, and annual dues \$33.

Brooks's Club, founded over one hundred years ago. It is situated in Pall Mall, and is a most aristocratic institution. It was first kept by Almack, and was celebrated for heavy gambling. Its members are 575: this number can not be exceeded. Its politics are Whig. Its members are very select, two black balls excluding.

White's Club is the reverse in politics of Brooks's (Tory), and has also been noted for the heavy gambling of its members, nearly all of whom are wealthy. It is situated in St. James's Street, and numbers 550 members. The arms of the club are very singular: the supporters are two knaves of clubs, and the crest a hand shaking a dice-box. They were designed by Horace Walpole and George Selwyn. The wealth of its members may be inferred from the dinner they gave, June 20, 1814, to the allied sovereigns of Europe, then in England, which cost fifty thousand dollars. Three weeks later they gave a dinner to the Duke of Wellington, which cost nearly thirteen thousand dollars.

United Service Club, situated in Pall Mall, contains 1500 members. Officers are not eligible for election under the rank of colonel or captain in the navy. The club-house is commodious and elegant.

Garrick Club, situated in New King Street, Covent Garden, was founded in 1831 by gentlemen interested in the drama—authors, actors, and others—and named after David Garrick, the actor. The initiation fee is \$105; yearly fees, \$31. The collection of theatrical portraits and other paintings connected with the profession is large and exceedingly interesting. They may be seen every Wednesday, between 11 and 3, on introduction by a member.

University Club, situated in Pall Mall, contains 1000 members—five hundred from Oxford and five hundred from Cambridge. Entrance fee, \$120; annual fee, \$30.

Oxford and Cambridge Club, situated in Pall Mall, has five hundred members from each university.

The other clubs are the *Alpine*, *Boodle's*, *City of London*, *Cocoa*, *Guards*, *Gresham*, *New City*, *Naval and Military*, *Oriental*, *Travelers'*, *Union*, *New University*, *Whittington*, *Portland*, and *Arlington*.

The *Markets* of London are numerous, and well supplied with the *staples* of life. They lack, however, the multiplicity of vegetables found in a New York or Paris market. The principal is the *Metropolitan Cattle-market*, opened by Prince Albert in 1855. It covers thirty acres of ground, half of which is inclosed, furnishing accommodation for over fifty thousand cattle, sheep, calves, and pigs. The building cost about two and a quarter millions of dollars. The average weekly sales here are, cattle 3500, and sheep 35,000.

The *Metropolitan Meat-market* is situated in Smithfield. It is a handsome building of red brick, in the Renaissance style. Its roof is of iron and glass. It covers about three and a half acres of ground. There is also a poultry-market attached. It cost one million dollars, and was finished in 1868. Smithfield Market is noted for the historical importance of the spot: numerous martyrs were here burned at the stake; Wallace, the "hero of Scotland," was also executed here. It was noted for its jousts and tournaments.

Billingsgate, noted as the great fish-market of London. It is situated below London Bridge, on the left bank of the Thames, and has for nearly two hundred years been the fish-market of the city. The coarseness of the language used by the occupants of this market has become so proverbial that, wherever the English tongue is spoken, profane and vulgar language is termed "*Billingsgate*."

Covent Garden Market is the great vegetable, fruit, and herb market of the city. (See *Covent Garden Square*.)

Leadenhall Market, situated in Gracechurch Street, noted for its poultry, butter, vegetables, etc. Also *Farringdon Market* and *Newgate Market*.

Tattersall's, in Knightsbridge Green, is

the great horse-market of London. Sales take place every Monday. The Jockey Club have a subscription-room here; days of meeting, Monday and Thursday.

THEATRES.

Theatres in London are very numerous, like other places of amusement. They are some thirty-five in number, situated in different parts of town.

Covent Garden (Opera House), Bow Street, Covent Garden, the finest theatre in London, comfortably holding 2000 persons. Royal Italian Opera during the "season," promenade concerts in autumn, and pantomimes in winter. The opera troupe is the finest in the world, six or seven of the very first *prime donne* fulfilling engagements at the same time. Seats from 2s. to £1 5s. Evening dress *de rigueur*.

Theatre Royal, Drury Lane, Catherine Street, the oldest and one of the finest, holding 3800 persons. Drama, extravaganza, vaudeville, and farce. Prices, 5s. to 7s.

Theatre Royal, Haymarket, holds over 2000 persons. High-class comedy, principally. Mr. Sothern performed Lord Dundreary here for years to crowded houses.

Lyceum Theatre, Wellington Street, one of the most *recherché* and comfortable in London. Henry Irving is the manager and leading actor. "The Corsican Brothers," "Romeo and Juliet," "The Cup," "Othello," etc., have in late years been given with artistic and financial success. Dress circle, 6s.; stalls, 10s.

Alhambra Theatre, Leicester Square, burned down in December, 1882, and rebuilt in 1883. Comic opera, ballet, extravaganza, etc. Stalls, 6s.

Opéra Comique, Strand. Comic opera, comedy, etc.; 4s. to 10s.

Princess's Theatre, Oxford Street; rebuilt in 1880. Boucicault and Edwin Booth

(1880) played here with great success; 6s. to 10s.

Guilty Theatre, Strand. Comedy and burlesque; 5s. to 10s.

Olympic Theatre, Drury Lane. Drama and burlesque; 5s. to 7s. 6d.

Adelphi Theatre, 411 Strand. Chiefly melodrama.

Globe Theatre, Newcastle Street, Strand. Principally *opera-bouffé*.

St. James's Theatre, King Street, St. James's. French plays, and comedies.

Royal Strand Theatre, Strand. *Opéra-bouffé*; 5s. to 10s.

Court Theatre, Sloane Square. Tragedy, drama, and comedy; 6s. to 10s.

The *Vaudeville*, 404 Strand; the *Royal Comedy*, Panton Street, Haymarket; the *Criterion*, Piccadilly; the *Savoy*, Beaufort Buildings; *Toole's* (ex-*Folly*), King William Street, Charing Cross; the *Imperial*, Tothill Street; the *Avenue*, Northumberland Avenue; the *Novelty*, Surrey, New Sadlers' Wells, Britannia, Garrick, Elephant and Castle, Connaught, Astley's, and some others complete the number.

Music-halls, etc.—There are numerous other places of amusement for young men who wish to see "life," such as the *Trocadero* (no dancing), close to the *Criterion*; the *Canterbury*, Westminster Bridge Road; the *Metropolitan*, Edgeware Road; the *South London*, London Road, S. E.; the *Oxford*, Oxford Street; *Cambridge*, 136 Commercial Street; the *Pavillion*, etc., etc., down to depths whither none but *habitués* would venture.

A visit should be made to the old Gate and Priory of St. John of Jerusalem, near Smithfield Dead-Meat Market. It is now a Masonic head-quarters. It was here that the first magazine was started (the *Gentleman's Magazine*, a complete set of which may be seen on the premises); and here Dr. Johnson, Goldsmith, Cave, Garrick, and kindred spirits used to assemble and debate. Johnson's chair and other relics may be seen at the restaurant. The Gate is 700 years old.

Kew Gardens, 40 minutes from Waterloo, is also a delightful spot: it can be reached in summer by steamer every half hour, or by omnibuses from the city. The most attractive object at Kew is the celebrated *Botanic Gardens*, extending over 75 acres of ground. The plants are of the rarest quality, arranged and labeled by Sir

Joseph Hooker. The *great palm-house* contains exotics reaching to a height of 60 feet. An inclosed conservatory, twice as large as the palm-house, is now being constructed, and a lake is being formed which communicates with the Thames by a tunnel under the river terrace. This delightful spot is open to the public every afternoon, Sundays included.

It would be well to endeavor to be in London in the early part of June, to witness the "Derby Day." The races take place at Epsom. The houses of Parliament are always closed on the day of the races, and a general "Fourth of July" pervades the city. To visit the course there are several ways. If with a party, say six persons, by all means go in "style"—coach and four, with outriders. This, with your ticket to the stand, will cost from £10 to £12 each. Of course, you will carry a lunch with you. If alone, you may take your chance in a public conveyance, or take the train for Epsom from Waterloo Bridge or from Victoria Station.

On the Ascot Cup Day, the Prince and Princess of Wales, and other members of the royal family, visit the course. *Ascot* is five miles from Windsor, and the road thereto, through Windsor Great Park, is one of unsurpassing loveliness. Windsor is reached in about 35 minutes by train from Paddington, Great Western Railway.

ALEXANDRA PALACE.

This establishment was first opened on the 24th of May, 1873; but the Palace was unfortunately destroyed by fire, in the short space of only two hours, on the 9th of June following. During that brief fortnight the Alexandra Palace attracted 124,124 visitors—a number more than sufficient to convince the directors that it could not fail to be permanently successful. They accordingly set themselves energetically to work to restore the building, with such improvements as could be devised to avoid a similar catastrophe. On the first of May, 1875, the Palace was reopened by the Lord Mayor of London with a state ceremonial; and in the six months following, to the end of October, it was visited by 1,307,857 persons, and a balance of £23,024 18s. 4d. carried to the credit of the revenue account.

The extreme length of the Palace is 945 feet, with a width of 450 feet. It is substantially built of white and colored bricks, with imposing façades both to the north and the south. At each angle of the building is a lofty square tower, surmounted by a Mansard roof, which forms a great water reservoir; and each of these great tanks is capable of storing 16,000 gallons of water; while at the angles of the great central hall there are four other reservoirs, with a capacity of 7000 gallons each; the whole of these being constantly supplied by steam-pumps from the reservoirs of the New River Company near the Palace.

The central hall, above mentioned, extends 386 feet from north to south, by 184 feet from east to west, and is richly decorated. It has an arched roof, supported by columns, at the bases of which are a series of life-size statues of the kings and queens of England, from William the Conqueror to Queen Victoria, in the costumes of the periods in which they reigned, elaborately colored and gilt. At the north end of this hall is a spacious orchestra, with a magnificent and powerful organ; and here musical celebrations on the largest scale are carried out with great effect.

Adjacent to the central hall will be found, to the east, a theatre, accommodating 3000 visitors, in which dramatic and operatic performances are regularly given, and a grand pantomime at Christmas; and to the west a concert-room of corresponding dimensions. An orchestral band of the highest excellence is permanently maintained. During the summer season there is a first-rate military band, and an efficient and highly trained chorus is at the constant service of the company; and, with these important aids, the best works of Handel, Mozart, Auber, Bellini, Gounod, Balfe, Wallace, Offenbach, and other composers, have been most efficiently rendered. Handel's oratorio, "Esther," has been most successfully performed for the first time in the present century. Sir Michael Costa, Sir Julius Benedict, Mr. H. Weist Hill, and Mr. Robert Wheatley have most ably conducted these musical displays. In the theatre the standard plays of Shakspeare, Sheridan, Goldsmith, Colman, etc., as well as those of more modern authors, have been represented by the best actors on the London boards. The minor attractions offered

by Mr. and Mrs. German Reed, the Moore and Burgess Minstrels, and other popular favorites, together with attractive ballets, have also drawn many visitors to the Palace.

It is impossible to enumerate in the limited space at our disposal all the attractions of the Alexandra Palace. A magnificent collection of oil paintings and water-color drawings, British and foreign, is exhibited in a series of splendid and well-lighted picture-galleries. Space is devoted to the exhibition of choice works of art-manufacture by the most eminent producers of the country; and there is an attractive bazaar for the sale of elegant and pleasing works, from the most costly to the cheapest kind. In connection with this portion of the Palace may be mentioned models of a modern Moorish and a modern Egyptian house, with representations of the inhabitants in full costume, and all the actual furniture and fittings of these interesting dwellings. At the west end of the building is a great conservatory of tropical plants, with a splendid aviary of British and foreign birds; and adjacent to these a spacious room is devoted to the exhibition of the finest collection of ancient arms and armor now in England. This collection, which is most extensive and complete, was formed by the late Lord Lonsborough, and is exhibited by permission of the present peer. There is also a marvelous collection of specimens of natural history, which it has been the labor of a lifetime on the part of Dr. Whitfield, of St. Thomas's Hospital, to collect. An extensive collection of works in sculpture, both ancient and modern, adorns the various courts and avenues of the building. On the south side is a reading-room, luxuriously appointed, and supplied with an almost unlimited number of newspapers, magazines, and other periodicals, together with every appliance for reading and writing, chess tables, and other accommodation. Connected with this department it is intended to form a school of art, science, and literature; and already classes for the study of vocal and instrumental music, under most eminent professors, have been successfully established.

One of the most important departments of the Alexandra Palace is that devoted to refreshments, under the able management of Messrs. Bertram & Roberts. Within the building are a number of admirably

fitted buffets for the supply of light refreshments. Large rooms are devoted to hot and cold luncheons and dinners; and many rooms are appropriated to private dinners, which are served in the best style. There is also, on an upper story facing the Alexandra Park, a grand dining-saloon, 200 feet by 55 feet, capable of accommodating 1000 guests, and here, October 25, 1875, the great banquet to the survivors of the famous Balaklava charge was given. In the park there is another banqueting-hall, 195 feet long by 54 feet wide.

The Palace stands upon a lofty hill, commanding a most magnificent panoramic view, and extending over many hundreds of miles. The Crystal Palace and the dome of St. Paul's Cathedral are clearly visible to the south on a clear day; to the west the heights of Hampstead and Highgate form a most attractive picture; while to the north and east Middlesex, Hertfordshire, and Essex unfold the beauties of English landscape. The park which surrounds the Palace comprises 200 acres of land, which has been most ably laid out in roads and drives by which visitors can reach the Palace with ease, and tastefully planted with shrubs, evergreens, and flowerbeds; a constant supply of these being provided from an extensive series of well-devised greenhouses.

The southern side of the park is chiefly devoted to sporting purposes. A race-course, a mile and a furlong in extent, supplies amusement to a large number of spectators. A trotting-ring of the best kind has been formed, and many trotting and bicycle races have been run with great success. The cricket ground is the best in or near London; facilities are afforded for archery meetings, and a swimming-bath of noble proportions has been provided. To the north of the Palace a spacious lake affords accommodation for boating, under most efficient management; and here a water village, designed by Dr. Dresser, is a peculiar feature of attraction. From the summit of this fairy-like structure, which rises to a height of about 100 feet, one of the most beautiful views which the situation commands is obtained. The mode in which diving and other submarine operations are conducted are daily exhibited in the pavilion established under the superintendence of M. Denayrouz. A circus of noble

dimensions affords the means of giving equestrian, acrobatic, and similar performances on a large scale. Near the west end of the Palace a Japanese village has been erected of Japanese materials by native workmen, and here, as well as in the Palace, Japanese goods of undoubted authenticity and excellence are exhibited and sold. Near this an unequalled collection of agaves, cacti, and other tropical plants are exhibited in a house specially constructed for the purpose. In the same neighborhood is a secluded portion of the grounds, formerly belonging to a large house, now pulled down, and called "The Grove;" and here the lover of Nature may find the highest possible gratification in the contemplation of cedars, hollies, laurels, firs, chestnuts, elms, oaks, and other noble trees—many of them of great age, but still in their pristine vigor. Minor amusements are provided without stint for juvenile visitors; and, in fact, the tastes and comfort of all, from infancy to old age, have been anxiously cared for by the promoters of this undertaking. There is an excellent gymnasium, free to all comers, and jaunting-cars for trips up the ascent and around the grounds of the Palace. Balloon ascents have been successfully made from the park, and firework displays of great magnitude and splendor have added to the attractions of the establishment. Fruit shows, flower shows, a potato show, horse shows, poultry shows, a dog show, and pigeon flights have been held with great success. A Scottish fête, the festivals of the Royal Dramatic College, the Foresters, the Odd-Fellows, the Temperance Societies, and the Licensed Victualers' School and Asylum, have been held; and an exhibition of metropolitan cabs and cab-horses, from its novelty and excellence, attracted considerable notice. The visit of the Band of the Garde Republicaine of France (the "Guides") added much to the amount raised in England in aid of the sufferers from the great inundations in France.

In addition to the extensive area occupied by the Palace and devoted to out-door enjoyment in the park, the company is fortunate in the possession of 300 acres of freehold land to the north, available for building purposes—an important element in the financial prospects of the undertaking.

For admission to all these varied attrac-

tions the charge for an annual season ticket is only one guinea, including the right of participation in a distribution, on the Art-Union principle, of valuable works of art.

To reach the *Crystal Palace* at Sydenham, take the cars at London Bridge Station. The fare, including price of admission to the palace, first class, 2s. 6d.; second class, 2s. The view from the palace is one of the most lovely in Great Britain, or perhaps in the world, taking into consideration its immediate surroundings. The gardens are most delightful; their beautiful walks, serpentine streams, statues, fountains, and lawns, render it unsurpassable. There is a portion of the building appropriated to tropical trees and plants; to courts of Egyptian, Greek, and Roman sculpture; to courts of Assyria, Alhambra, Germany, and Italy; copies of the masterpieces of all the great sculptors of both ancient and modern times; and those who can not visit Florence and Rome to see the works of Michael Angelo and other great masters may here see their reproduction.

The Royal Aquarium, erected in 1875, and formally opened by H.R.H. the Duchess of Edinburgh in January, 1876, stands upon classic ground, the southeastern corner abutting as nearly as possible upon the site of the house in the Old Almonry once occupied by Caxton.

The building, now completed, occupies an irregular parallelogram of nearly three acres, extending from Prince's Street on the east to the corner of Dartmouth Street. Its south front faces Tuthill Street, while behind, on the north, it recedes nearly to the backs of the houses in Queen Street. It is supposed to cover a part of what was once a branch of the River Thames, which helped to form Thorney Island, on which the Abbey stands.

The following houses, worthy of recommendation, are among the best in London:

Chronometers and Watches.—The old and celebrated house of Ch. Frodsham & Co., at 84 Strand, W. C., still offer the very finest watches and chronometers to be bought in London, and of every possible description. This house superintends her Majesty's clocks at Buckingham Palace.

Costumes, Mantles, and Laces.—A house having the very highest reputation in this business is certainly the London General Mourning Warehouse of the Messrs. Jay, 243-253 Regent Street (Regent Circus, close to the Langham). Every thing is of the very best quality and sold at reasonable prices. Their elegant silk costumes, cut by Parisian fitters, never fail to give satisfaction; are finished with care and the greatest promptitude, and represent the correct fashions of the season. A large stock of hats from the best *artistes* in Paris is also always on hand. The gloves of this house have a deservedly good name.

Exchange Office.—Hands & Co., 16 Strand, at the entrance of the Charing Cross Railway Station, offer the best rates of exchange for American, French, and other currencies, besides purchasing foreign securities, etc.

Furs, etc.—The *International Fur Store*, at 163 and 165 Regent Street, comprises an immense and choice variety of fur goods in the latest style of fashion. Seal-skin jackets, etc., which for shape and quality can not be surpassed.

Hats.—Lincoln Bennett & Co., the well-known hatters, 1 Sackville Street and 10 Piccadilly, keep gentlemen's hats of every description in large variety, and ladies' velvet-napped riding and felt hats.

Restaurant.—Of late years many new *cafés* have sprung up in the West End, but the famous "Verrey's," 229 Regent Street (corner of Hanover Street), still maintains its leading position. It is the chief dining-resort of the fashionable world, and the proprietor is successful in preserving the character of his house, where it has always been "safe to take a lady." It is much frequented by foreigners for the *déjeuners à la fourchette*; at 2 P. M. the saloon is generally filled with ladies who have been shopping, and have dropped in for lunch. Dinner is served at seven, *à la carte*, or at fixed prices, in the handsome private-rooms. *Café Verrey* has also a special department for serving out luncheons and dinners. As Verrey's is usually very crowded Sunday evenings, visitors should take the precaution of ordering their table the day before, in person or by note to the manager.

Silk-mercers, Linen-drapers, etc.—One of the first and most responsible houses in London, in the above line of business, is that of J. Allison & Co., Regent House, 238-242 Regent Street. Costumes in the latest fashion, silks, cloaks, etc., are kept in large variety, besides a special department for mourning in all its branches.

Steamship Companies' Addresses.—*White Star*, Ismay, Imrie, & Co., 34 Leadenhall Street, E. C.; *Peninsular and Oriental*, 122 Leadenhall Street, E. C.; *Anchor*, 19 Leadenhall Street, E. C.; *National*, 36 Leadenhall Street, E. C.

Tailors.—Among the fashionable tailors of London are Messrs. Smalpage & Son, 41 and 43 Maddox Street, Bond Street, W., who have also established their name very favorably in the United States. They are agents for the White Star Line, and attend to storing or forwarding passengers' luggage, which will be found a great convenience to Americans in the West End. Strangers in London may also obtain very useful information by applying to them, and save both time and trouble. Messrs. H. J. Scott & Son, 55 New Bond Street, are also first-class West End tailors, with a very large and good connection in America.

Traveling-bags and Dressing-cases.—The best of the above, with *articles de luxe*, stationery, etc., are to be procured at Asprey & Sons, 166 Bond Street, and 22 Albemarle Street.

Trunks and Portmanteaux.—London has long been noted for leather goods, its solid leather trunks and other leather goods being unequaled, and much cheaper than in America. One of the oldest and most responsible houses in this line is that of Harrow & Son, Old Bond Street, who make these articles (as well as a fine style of basket trunk) a specialty. Their house is of world-wide celebrity.

White Star Line Agency.—In addition to their business as fashionable tailors, the Messrs. Smalpage & Son, 43 Maddox Street, Bond Street, W., are agents to the above favorite line of steamers. In their handsome new building they have arranged a reading and writing-room, to which Americans are invited. There is also a strong-room for the safe storage of luggage and valuables. Their long connection with America and Americans have enabled them in a great degree to meet their wants, thus saving time, worry, and expense.

Before leaving London, be certain you visit the immense brewery of Barclay & Perkins; it is one of the "institutions" justly celebrated.

Davies' European Express.—Baggage and merchandise may be sent to and from all parts of the world through *Davies' European Express*, conducted by Davies & Co., 15 Broadway, New York. Agents in London, Davies, Turner, & Co., 52 Lime Street, and 304 Regent Street. Agents in Paris, Angot & Blanche, 5 Rue d'Hauteville.

London to Rotterdam, via Harwich (p. 32).
London to Paris, via Newhaven and Dieppe (p. 32).
London to Paris, via Folkestone and Boulogne (p. 32).

EXCURSIONS.

London to Gravesend, via Greenwich, Woolwich, and Dartford; distance by railway, 23 miles (this line continues on to Margate). Steamers leave London Bridge several times per day for Margate, and several times per hour for Gravesend, touching at all the river piers and at Greenwich, Blackwall, and Woolwich.

During the summer season the river route is much preferable: to Gravesend, 2½ hours; to Margate, 6 hours; and Ramsgate, 7 hours. The time by railway is naturally much quicker.

The trip up and down the Thames is one which no American who has the time to spare should omit to make; the immense traffic of this river must be seen to be appreciated. Passing *St. Katherine's Dock*, with its accommodation for 150 ships, the *London Docks*, with accommodation for 500, *Execution Dock*, where pirates were formerly hung, *Cuckoo's Point* is reached. It was near this point that King John was detected in rather close intimacy with the handsome wife of a miller. To recompense him for his dishonor, the king promised him all the land he could see on the Carlton side on condition of his walking once a year to this point, carrying on his head a pair of horns. Passing the *West India*

Docks, Deptford is reached; this suburb of London also contains a dockyard of 31 acres. It is historically noted for its dockyard, where Peter the Great studied ship-building in 1698. He resided at the time in Sayes Court, the residence of the celebrated John Evelyn. Opposite Deptford is the *Isle of Dogs*, so called from the kennel of King John being situated here.

Five miles below London Bridge is *Greenwich* (described page 217²).

Nine miles from London is the celebrated Royal Arsenal and Dockyard of *Woolwich*, the latter having been in existence for nearly four hundred years, and extending along the shore for nearly a mile. The population of Woolwich is about 41,000. The yard contains several dry-docks, capable of receiving the largest vessels. Notice especially the *Engine Factory, Covered Slips and Shears* for masting and dismasting vessels. The different departments of the Arsenal are well deserving a visit; they consist of the *Gun Factory, Carriage Department, Laboratory, and Store-keeper's Department*. The operation of forging, coiling, boring, and rifling the immense guns is most interesting. In the Carriage Department every description of gun-carriages, transport carriages, ambulances, etc., are constructed; the stock of timber on hand is immense. The *Laboratory* is used for the manufacture of shells, solid shot, cartridges, percussion caps, and all manner of fuzes. The *Artillery Barracks*, about one mile from the Arsenal, should be visited; also the *Royal Military Academy* for the education of officers destined for the Engineers and Artillery. It was here that the unfortunate Prince Imperial, so universally beloved by all his class-mates, graduated with such high honors. A monument, erected to his memory by all the English officers, was here unveiled in 1882. Principal hotels, *Long's and Mitre*. Eighteen miles from London *Dartford* is reached. It contains 7000 inhabitants, and is noted for its paper mills, the first in England having been erected here.

Twenty-six miles from London *Gravesend* is reached. It contains 20,000 inhabitants, and is a third-class watering place, much frequented by the working class of London on Sunday. The old portion of the town is anything but interesting. On

the banks of the river are the *Baths*, where hot, cold, and vapor baths may be obtained, and at very reasonable prices. There are Assembly Rooms, Theatre, and a very good Library.

London to Windsor Castle.—Starting from the Paddington station, which is thirty-five minutes by express train from Windsor, you arrive at the favorite seat of the sovereigns of Great Britain for the past eight centuries—and even before Windsor Castle was founded by William the Conqueror the Saxon kings resided on this spot. The castle lies near the town of Windsor, which contains some 10,000 inhabitants. There are several good hotels—best, *Castle and Clarence*. The noted Star and Garter was burned in 1869. If the royal family be absent you can visit her majesty's private apartments, for which purpose you must obtain an order from the lord chamberlain; the rest of the castle may be visited by an order which can be procured from your bankers. The principal object that will attract the attention of the visitor is St. George's Chapel and royal vault. The first is a very splendid specimen of Gothic architecture. Here the marriage ceremony of the Prince of Wales and the Princess Alexandra was performed with great magnificence. The altar was arrayed with its gold communion plate in massive rows, and the ceremony performed by a number of prelates, who made the services most impressive. The musical portion of the ceremony was sweetly rendered by Madame Jenny Lind Goldschmidt, who, with others, offered up the hymn of praise on this great day. The following is the hymn, which was composed by the Prince's father:

"This day, with joyful heart and voice,
To heaven he raised a nation's prayer;
Almighty Father, deign to grant
Thy blessing to the wedded pair.

"So shall no clouds of sorrow dim
The sunshine of their early days;
But happiness in endless round
Shall still encompass all their ways."

A picture of the grand ceremony was painted by Mr. Frith, for the copyright of which a higher price has been offered than has ever been offered for any other picture. Tennyson, the poet-laureate of Great Britain, produced the following nuptial ode on the occasion:

'Sea-king's daughter from over the sea,
 Saxon, and Norman, and Dane are we,
 But all of us Danes in our welcome of thee,
 Welcome her, thunders of fort and of fleet!
 Welcome her, thundering cheer of the street!
 Welcome her, all things youthful and sweet,
 Scatter the blossom under her feet.
 Break, happy land, into earlier flowers! [fers!
 Make music, oh bird, in the new-budded bow-
 Welcome her, welcome her, all that is ours!
 Warble, oh lunge, and trumpet blare!
 Flags, flutter out upon turrets and towers!
 Flames, on the windy headland flare!
 Utter your jubilee, steeple and spire!
 Clash, ye bells, in the merry March air!
 Flash, ye cities, in rivers of fire!
 Welcome her, welcome the land's desire,
 Alexandra!

"Sea king's daughter, as happy as fair,
 Blissful bride of a blissful heir.
 Bride of the heir of the kings of the sea,
 Oh joy to the people, and joy to the throne.
 Come to us, love us, and make us your own:
 For Saxon, or Dane, or Norman we,
 Teuton, or Celt, or whatever we be.
 We are each all Dane in our welcome of thee.
 Alexandra!"

In the vault lie the remains of many of England's sovereigns, including Henry VIII. and his queen, Lady Jane Seymour, George III. and his queen, William IV. and his queen, Charles I., and the Princess Charlotte: the monument of the last is very fine. The vault lies at the eastern end of the chapel. It is in this chapel where the installation of the Knights of the Garter takes place. The interior of the castle is most rich in decorations and works of art, embracing pictures, statuary, and bronzes. The principal gallery in which these works are shown is over 500 feet in length. In the centre of the castle is situated the round tower in which James I. of Scotland was confined. There is a park surrounding the castle, through which you must drive or walk, and visit Virginia Water, Herne's Oak, etc. At the end of the "Long Walk"—three miles—notice the magnificent equestrian statue of George III. by Westmacott.

A short distance from Windsor is Frogmore, the residence of the late Duchess of Kent, the queen's mother, now occupied by the Prince and Princess Christian. A pleasant boat-trip can be taken up the Thames to Henley, where the regattas take place, Wallingford, and Abingdon.

Richmond.—The view is probably unsurpassed in Great Britain. From the summit of the hill may be seen Twicken-

ham, the spot where stood the house of Pope, the poet: his body is interred in the church. Close by is *Strawberry Hill*, once the residence of Horace Walpole, and now belonging to Lady Waldegrave. Of course you will dine at the world-renowned Star and Garter of Richmond. The surrounding scenery is most delightful; diners are exquisite.

A short walk or ride of two miles, crossing the Thames Bridge, will bring you to *Hampton Court*, open free every day excepting Fridays. This palace was originally built by Cardinal Wolsey, who presented it to his sovereign, Henry VIII. It was the birthplace of Edward VI. The masks and tournaments of Philip and Mary, and Elizabeth, occurred here; also the celebration of the marriage of Cromwell's daughter and Lord Falconbury. The palace is a splendid structure of red brick, with stone ornaments. There are portraits of many of the great beauties of Charles II.'s court, besides other paintings by many of the old masters, among them a fine picture of Charles I. on horseback by Vandyck. The gardens are the chief resort of the citizens. Here may be seen a *vinery* where there is a grape-vine ninety years old, which sometimes yields 3000 bunches of grapes in one year.

An excursion should be made to *Greenwich*, so celebrated for its magnificent hospital, its Royal Observatory, not to speak of its white-bait dinners at the notorious Trafalgar Hotel. Steamers leave London every five minutes. Greenwich is also celebrated for being the birthplace of Henry VIII., and of his daughters Elizabeth and Mary. The present magnificent hospital was commenced by Charles II., and added to by different sovereigns. It consists of four quadrangles—namely, King Charles's, King William's, Queen Mary's, and Queen Anne's, capable of accommodating 2400 patients. In addition to other incomes, the hospital is supported by a tax of sixpence per month on every mariner either in the royal navy or in the merchants' service. There is a fine picture-gallery and chapel open to the public. A visit should be made to the Painted Hall, which contains many beautiful historical paintings, with statues of Nelson and Duncan. The Royal Observatory occupies the most conspicuous spot in Greenwich Park; it stands

300 feet above the level of the river: a magnificent view may be obtained from its summit. Its foundation-stone was laid in 1675.

Dulwich, five miles from Waterloo Bridge, contains a gallery of paintings called the Dulwich Collection. These pictures were collected for Stanislas Augustus, King of Poland, who dying before their delivery, they were thrown on the hands of the collector, M. Desenfans, whose heir bequeathed them to Dulwich College. There are several Murillos, Titians, Tintoretos, and Teniers among the collection.

ROUTE No. 73.

London to Brighton, Portsmouth, and the Isle of Wight, from London Bridge or Victoria Station, by the London, Brighton, and South Coast Railway. Time to Portsmouth, 4 h. 50 m.; to Ryde, 6 h. 15 m.

The railway is carried on arches for a distance of three miles to *New Cross Station*, where stands the Royal Naval School.

opened in 1845 under the patronage of Queen Adelaide. At *Sydenham Station*, 6½ miles from London, a line branches off to the Crystal Palace, half a mile. At *Norwood Junction*, the West-end branch of the Brighton and the South Coast Railway unites with the main line. Norwood, from its vicinity to the Crystal Palace, and the beauty of its situation, is a very pleasant place of summer resort; there are several good hotels, where excellent accommodation is to be had.

Croydon, a town of 21,475 inhabitants, is a place of great antiquity, called in Domesday Croindene. All vestiges of former times are, however, fast disappearing, owing to the daily increasing importance of the place as a railway terminus—there being now no less than four distinct stations at Croydon. The remains of the Archbishopal Palace are situated in the lower portion of the town adjoining the church. Two visits were made here by Queen Elizabeth in its prosperous days—in 1567 and 1573. In taking her departure on one of these occasions, the queen showed her hatred of marriage in the following well-known speech to the archbishop's wife: "Madam I may not call you; mistress I am ashamed to call you; and so I know not what to call you; but, however, I thank you."

At Keymer Junction travelers to Newhaven and Dieppe branch off to the left, and are conducted by the railway down to the water's edge, whence they can step directly on board the steam-packet for Dieppe.

Ten miles from Keymer Junction on the main line we reach *Brighton*, the most interesting and extensive watering-place in Great Britain. The fashionable promenaders of Regent Street, Kensington Gardens, Hyde Park, and Regent's Park are continually brought together in this highly favored spot. It is the resort of the youth and beauty of England, where, indeed, it seems that none but pretty women appear, and their number is wonderful. Brighton is really a suburb of London, being only one hour distant, the nearest point of the South Coast—the Paris of England—where, if the sun shines, sunshine is to be found. Monthly tickets are issued by the railway company for business men going up to the city daily and returning in the evening.

Hotels: *Old Ship*, *Clarendon*, and *Bedford*.

Visit the *New Pier*, which was erected in 1867, and by its beauty throws completely into the shade the celebrated Chain Pier, which has been considered for years one of the greatest lions of England. Brighton contains a population of nearly 80,000, but during the season it amounts to over 150,000. It is one of the most magnificently built cities in the United Kingdom, offering every inducement to a lengthened stay; every style of amusement—race-course, theatre, assembly and concert rooms; bathing establishments of every description; while the more sober-minded people will find churches and chapels of every denomination. The principal house of worship is the modern Church of St. Peter, which is exceedingly handsome. It was erected by Sir Charles Barry, architect of the new houses of Parliament. But the old parish church of St. Nicholas is perhaps the most interesting building. It contains a fine monument erected to the memory of Captain Tattersall, who assisted Charles II. to escape after the battle of Worcester. The other principal buildings are the Royal Pavilion, built by George IV. when Prince of Wales: it was built in imitation of the Kremlin at Moscow, and, with the adjoining royal stables, presents a rather remarkable appearance. The town-hall, marine wall, Chain and New Piers, are all fine structures. The New Pier was opened in 1867, and is 1115 feet long, supported on screw piles: it is built of iron, and beautifully ornamented. But the great feature of Brighton is its beautiful parade and esplanade facing the sea, and lined with magnificent buildings for over three miles, and filled to overflowing with splendid turn-outs every lovely afternoon.

The Brighton Aquarium, the largest and most magnificent establishment of the kind in the world, may almost be considered one of the "sights" of London, for the access to it by means of the railway is so easy and convenient, and the journey is so quickly accomplished, that the visitor is conveyed to Brighton in a shorter time than would be occupied by a drive from one end of London to the other. The site of the Aquarium is close to the Chain Pier, immediately below the cliff; the building being

protected from the waves by a strong seawall formed of concrete and Portland stone—the latter is a portion of the materials of which old Blackfriars Bridge was constructed.

Entering the gates at the western end, the visitor finds himself at the top of a flight of granite steps, twenty feet in width, leading to the entrance court, sixty feet by forty feet. The front elevation of the building is eighteen feet in height, and consists of five arches, with terra-cotta columns and enrichments. On the frieze running around the sides are the appropriate words: "And God said, Let the waters bring forth abundantly the moving creature that hath life." On the northern side of the entrance-court is the restaurant; and on the southern (in the wall abutting on the new road) a series of niches ornamented with vases. From this outer court the entrance-hall, eighty feet by forty-five, is approached through three doors. This is furnished with reading-tables, and supplied regularly with the serials, journals, and telegrams of the day; while between the pillars supporting the roof are handsome pedestals, surmounted by large glass vases containing the smaller interesting marine and fresh-water animals, which would be lost to view in the larger tanks. In one of the recesses facing the entrance are microscopes, in which specimens illustrative of subjects in natural history connected with the Aquarium are constantly exhibited. To the north of the hall lie the general manager's offices, the retiring-rooms, kitchen, etc.; and eastward, in a direct line with the restaurant, is the entrance to the western or No. 1 corridor of the Aquarium proper. This corridor (the longest of three) extends 220 feet, and is broken by a centre vestibule, fifty-five feet by forty-five. The roof, which is groined and constructed of variegated bricks, rests upon columns of Bath stone, polished serpentine marble, and Aberdeen granite; the carved capitals of the columns having appropriate marine subjects. On each side are placed the first two series of tanks, twenty-one in number; these increase in size from eleven to ten feet upward, the largest measuring over 100 feet in length, forty feet in width, and holding 110,000 gallons of sea-water. This colossus tank (No. 6) is the largest in the building, and is devoted to the exhibition of por-

poises, congers, turtles, and other animals of large dimensions. The next largest tank (No. 36), which is fifty feet by thirty, containing about 60,000 gallons of sea-water, is immediately opposite.

The eastern end of the western corridor opens upon the Conservatory, which serves as an approach to the rockwork, fernery, and picturesque cascade, and also to the eastern corridor, which, bounding the southern side, is continued parallel with the fernery from its southern angle.

The artistic rockwork skirting the north side of the Conservatory, which is traversed by a stream of water broken up at intervals so as to form numerous natural bays and ponds, is now utilized for the reception of seals and the larger reptilia.

In the side space between the Conservatory and the second or eastern corridor are octagonal table tanks, of elegant design, for the exhibition of some of the smaller and more rare marine animals; and, at the eastern extremity, apparatus which serves to illustrate the hatching and development of trout and salmon.

The entire length of this second corridor is about 160 feet, one side of the eastern portion, which is ninety feet by twenty-three, being devoted to the exhibition of fresh-water animals. At the end of the corridor are situated the curator's offices and the naturalists' rooms, fitted with open tanks and all necessary appliances, and the engines, pumps, etc., for supplying the water and keeping it constantly aerated.

The salt water is pumped direct from the sea into reservoirs constructed under the floors of the corridors, and is thence conveyed into the tanks by the same engine-power. These reservoirs are capable of holding about 500,000 gallons of water, a quantity which can be pumped from the sea in about ten hours. The water in the tanks is constantly aerated and kept in circulation by a stream of compressed air, supplied to the lower part of the tanks, and worked by steam-power. This also keeps down the temperature and oxidizes any organic impurity which the water may contain. The circulation thus afforded is found to be preferable to that obtained by the more costly system of pumping adopted in other aquaria, as it dispenses with the necessity of circulating reservoirs, and allows each tank to be treated independently of

its neighbors—an advantage which can not be overrated when such a large body of water has to be dealt with.

The building, which measures 715 feet in length, with an average width of 100 feet, was erected from designs by Mr. Eugenius Birch, and was opened to the public on the 10th of August, 1872. Many very important discoveries in natural history have been made by attentive notice of the habits of the fishes and other animals in the tanks of this Aquarium, which has thus been utilized as a grand marine observatory, while it has also been made most attractive and agreeable as a fashionable promenade and lounge. An excellent band contributes the charm of good music throughout the day; and on every Saturday afternoon there is a special concert, to assist at which the most celebrated vocalists and instrumentalists are engaged.

There are several excursions in the vicinity which it is desirable to make; among others is that to the *Devil's Dike*: the view from this spot is really charming.

Continuing our route from Brighton, we pass Shoreham Junction, where a line branches off to Horsham; here are two interesting old churches.

Worthing is reached ten miles from Brighton. It is a small watering-place, known in that capacity some time before the latter place, but evidently unable to compete with its attractions, although the climate is milder and the bathing good. At *Ford Junction* the Littlehampton branch runs off to the south, and the Mid-Sussex branch joins the main line. *Barnham Junction*, with the line to Bognor, is passed before reaching Chichester, 28½ miles from Brighton. Population 8059. This is an ancient town of Roman origin, consisting of four straight streets corresponding to the points of the compass, with a handsome market cross at their place of intersection: this was the work of Bishop Story, and was finished in 1500. The ancient city, called *Regnum*, now lies buried beneath the soil; but coins, urns, mosaic pavements, occur in every direction, and fresh discoveries are continually being made. A remarkable inscription, now preserved at Goodwood, recording the dedication of a temple to Neptune and Minerva by the College of Smiths, they being the great patrons of handicraftsmen, was found here in the North Street in

1720. The cathedral is the principal object of interest: it consists in part of a building erected in the 12th century by Bishop Ralph, to which numerous additions have been made. The spire, which originally stood on a tower supported by four piers, was overthrown during a violent gale of wind in 1861, but a subscription was immediately raised for its reconstruction.

Portsmouth, 73 miles from London, contains 95,000 inhabitants. Principal hotels, *Pier* and *Queen's*. This city contains, in addition to *Gosport*, on the western entrance to the harbor, and *Southsea*, on the eastern (where the principal hotels are), the great naval arsenal of England. The city is strongly fortified, and constitutes one of the chief defenses of the country. Portsmouth originated in a retreat of the sea from Portchester, formerly a naval station established by the Romans: it was a naval station in the reign of King John, was fortified by Edward IV., Richard III., Henry VII., and was the only royal naval station in the time of Henry VIII. During the war of Cromwell the town was garrisoned by the Parliament. The fortifications require a garrison of 14,000 men; they are surrounded by a deep and wide moat, which can be filled hurriedly with water from the sea. The harbor is very large, four miles long and two wide, deep and secure, capable, at ebb-tide, of floating the largest ship in the British navy. The defenses are considered almost impregnable, the coast on either side being crowned with batteries armed with artillery of the latest invention and heaviest calibre.

A sand-bank three miles in length, called the "Spit," projects southeast from the western portion of the harbor, which, with the Isle of Wight to the south, forms the safe roadstead of *Spithead*. A few miles from the main line, between London and Portsmouth, is *Midhurst*, the burial-place of Richard Cobden: the scenery in the neighborhood is delightful, and travelers might well take it in their way. The town itself has nothing to interest the visitor outside the dock-yard with the exception of the grand dépôt called the "Gun Wharf," covering a space of fourteen acres, where ordnance of every calibre may be seen in immense quantities. The armory contains 40,000 stand of arms.

The Portsmouth dock-yard, which is en-

tered from Portsea, contains storehouses and workshops for the supply of every article required for the use of the navy. Nearly all the manufacturing operations are conducted by the use of steam. The anchor-forging establishment is really a wonderful sight. The machine for the manufacture of wooden pulleys was invented by an American. The dock covers an area of thirty-three thousand square yards, and employs nearly six thousand men. A naval college and school for the study of naval architecture are connected with the establishment; also connected with the dock-yard is an immense steam basin three thousand feet long, said to be the largest in the world. Lying in the harbor may be seen the hulk of Nelson's flag-ship, the old "Victory."

Close to the water's edge in Southsea are the King's Rooms, used for concerts, promenades, and other meetings; adjoining are warm, shower, and vapor baths. The *Ryde Pier* is connected with the railroad station by a tramway. In case you do not wish to stop at Portsmouth, you can continue to the pier, where a small steamer leaves for Ryde, Isle of Wight, every hour. From Portsmouth to Ryde, fare, 1s. 3d.; time, 30 minutes.

Tour of the Isle of Wight.

If making the tour from Ryde or Cowes, we advise the following course: Take a carriage and go round the island at your leisure, say three days: a one-horse carriage will cost in the vicinity of twenty shillings per day; a two-horse carriage about thirty-five shillings, every thing included.

If starting from Ryde, stop at the *Pier Hotel*, a first-class house, at the entrance to Ryde from the pier; table excellent.

The first day.—Bembridge, Taverland, Sandown, Shanklin, and Ventnor—seventeen miles. Sleep by all means at Ventnor, although the driver may want you to go farther that day. The *Marine Hotel* is one of the most comfortable on the island.

Second day.—St. Lawrence, Niton, Sandrock, Blackgang, Shorwell, Northwood, Freshwater—twenty-one miles. Sleep the second night at *Lambert's Hotel*; very good house.

Third day.—Yarmouth, Calbourne, Carisbrooke Castle, Newport, Cowes, Osborne, Quarr Abbey, Ryde—thirty-five miles. Ar-

rive at Carisbrooke Castle at one o'clock. Send your horses and carriage to the *Bugle Inn*, Newport, with instructions to the driver to order your dinner for 2.30; visit the castle, and walk to Newport, only one mile.

If starting from Cowes, do the same distances, that is, sleeping at Ventnor and Freshwater.

If making the tours from Newport, the first is called the *Southern Tour*, viz. Arretton, Shanklin, Undercliff, Ventnor, Niton, Blackgang Chine, Rookley, and Newport.

Western Tour.—Carisbrooke Castle, Northcourt, Freshwatergate, Alum Bay, Yarmouth, Carisbrooke village, and Newport.

Northeastern Tour.—Fernhill, Quarr, Ryde, the Priory, Bembridge, Sandown to Newport, by Long Lane.

Arrangements can be made with the proprietors of the *Bugle Inn* at Newport for carriages to make these excursions. The "Bugle" is the best hotel in Newport.

The Isle of Wight is one of the most beautiful and healthy portions of the kingdom; the air, although remarkably mild, is sharp, bracing, and salubrious. Dr. James Clark says that, "from the variety which it presents in point of elevation, soil, and aspect, and from the configuration of its hills and shores, it possesses several peculiarities of climate and situation which render it a very favorable and commodious residence throughout the year for a large class of invalids." It is said that the death-rate in the vicinity of Ventnor is only seventeen in every thousand, while in the rest of England it averages twenty-two. It is separated from Hampshire by a channel called the *Solent Sea*, which varies in width from four to six miles. In times of war this channel was mostly the anchorage of the British fleet. The island is about 60 miles in circumference, measuring 22½ miles from east to west, and a little over 13 miles from north to south, and contains about 85,000 acres. It is distinguished for the beauty and variety of its natural features, and is universally considered the garden of England. The surface of the country is undulating, and is said to have been formerly covered with woods, but the ship-building of Portsmouth soon exhausted them. The two sides of the island are of widely different character. The northern part is covered with

verdant and beautiful foliage, while the southern part, called the *Back of the Island*, contains the wildest scenery, and abounds in rocks, deep ravines, and imposing precipices. The population of the island is a little over 55,000.

The Romans invaded the Isle of Wight during the reign of the Emperor Claudius, A.D. 43, and it remained in their possession until 530, when it was conquered by Cedric the Saxon. It was frequently attacked and devastated by the Danes, was twice plundered by Earl Godwin in the time of Edward the Confessor, and by Earl Tosti in the time of Harold. It was also invaded several times by the French, especially in 1377, when the island was attacked in large force, but its strong-hold, Carisbrooke Castle, was so bravely defended by Sir Hugh Tyrrel that they were eventually obliged to withdraw.

William the Conqueror conferred the lordship of the Isle of Wight on William Fitz Osborne, earl of Hereford, and for two centuries the island was governed by independent lords. Since the time of Edward I. in 1293, the island has been governed by wardens appointed by the crown; but the office has become a sinecure, and the present governor receives no salary, and but little patronage. In 1444, Henry Beauchamp, duke of Warwick, was crowned King of Wight by the unfortunate Henry VI. The Isle of Wight has of late years been one of the residences of the queen. In 1844, the mansion of Osborne, with its park and the adjoining estate of Barton, was purchased by her majesty and the late prince consort. *Osborne House* is situated in the immediate vicinity of East Cowes. The mansion has been greatly enlarged since it was purchased by the queen; a new wing has been added, and a tower from whose summit a magnificent view may be had of the surrounding country. The interior is filled with gems by the best artists of Europe.

Ryde.—Population, 10,000; principal hotel the *Pier*, beautifully situated at the head of the new pier, and admirably managed—one of the best on the island. Arrangements can be made with the proprietor, who keeps a large stable, to make your excursions through the island. Ryde contains a great number of very beautiful villas, the streets are clean and well-paved,

and lighted with gas; an enchanting view can be had in every direction. The town may be considered of modern date, but the beauty of its site and its salubrious air has recently caused it to become a most fashionable watering-place. On the banks of the water, and near the Pier hotel, is the Royal Victoria Yacht Club-house, a handsome and convenient building; the first stone was laid by his Royal Highness the Prince Consort March 2, 1846. The club regatta takes place in the month of August each year. One hundred yards from the club-house, in 1869, our unfortunate countryman, Mr. Grinnell, was instantly killed by accidentally falling from a window. Mr. Grinnell's loss was much regretted, as he commanded the respect and esteem of all who knew him.

The Holy Trinity Church is a very handsome building, and well worth a visit. There is a theatre open during the summer months, and often during the winter months amateur performances are given by the English officers stationed at Ryde.

Steamers run between Portsmouth, Southsea, Cowes, Southampton, and Ryde nearly every hour during the day. The excursions in the immediate neighborhood are numerous—the ruins of Quarr Abbey, Binstead Quarries and Church, etc.

After leaving Ryde for Ventnor, notice on your left the celebrated *Bembridge Cliffs*, rising almost perpendicularly from the sea; notice on the hill to the left the new fort, commenced in 1862, which, with the fort on the beach, and the three adjacent batteries, form the coast defenses of this portion of the island. On the left of the fort stands a lofty obelisk, seen from nearly all parts of the island: it was erected by the members of the Royal Yacht Squadron to the memory of their commodore, the Earl of Yarborough.

Sandown, a fashionable and healthy watering-place, contains a population of nearly 2000 inhabitants; hotels *Sandown* and *Star and Garter*; fine beach and bay, and beautiful inland scenery. Numerous bathing-machines are always in readiness on the beach, also a bathing-house with hot and cold sea-water.

From Sandown to Shanklin, a distance of four miles, we pass over some of the most romantic scenery in the island.

The village of Shanklin is one of the

most lovely and romantic on the island; its chief object of attraction is the *Chine*, a word derived from the Saxon *cin* or *chink*. This *Chine* owes its origin to a small stream of water, which, falling over the ledge of the sand-cliff for numerous ages, has worn a channel nearly 200 feet deep by 100 wide, the sides of which are beautifully clothed with brushwood and hanging trees, and here, shut out from all the world, one can well linger for hours, soothed by the murmur of the falling stream, and during the lovely nights of May and June the nightingale adds to the enchanting chorus. The *Chine* is inclosed by a gate at each end; a small gratuity is expected on leaving.

At the entrance to the *Chine*, nearly in front of Hillier's hotel, notice a small tower of stones about eight feet high, the top of which is covered with flowers, and near the base a running spring of crystal water, above which notice an American eagle, with "E Pluribus Unum" on his breast; below the stars and stripes we read the following verse:

"Oh traveler, stay thy weary feet:
 Drink of this fountain cool and sweet;
 It flows for rich and poor the same.
 Then go thy way, remembering still
 The wayside well beneath the hill,
 'The cup of water in His name.'"

It seems that the inhabitants of Shanklin entreated Longfellow, during his visit in 1868, to write a verse commemorative of the event, and they have honored it in the most conspicuous manner.

The beach is one of the finest on the coast, and offers every facility for bathing or walking, while the drives in the vicinity embrace every variety of the beautiful and romantic. A short distance from Shanklin are the artificial ruins of *Cook's Castle*.

The *Undercliff*, or Landslip, which averages half a mile wide and nearly seven miles long, commences here. This is a spot that has very few parallels on the surface of the globe, and is universally considered as the most interesting portion of the island. It is formed by numerous landslips that have taken place in different ages, producing at the time of their recurrence the most destructive results, but eventually converted into most beautiful pictures, irregular terraces, steep knolls, picturesque and sylvan dells, a continuous succession of wild, romantic, and beautiful

scenery. The cause of these landslips, the last of which took place in 1818, is, that the understratum is of a loose and absorbent nature, which, when saturated by heavy rains, becomes the consistency of mud, while the superincumbent strata consists of rock and chalk. As the southern storms continue to waste away the substrata, in the course of time the whole is undermined, and the superior cliff slides forward with a fearful crash, part retaining its perpendicular position, while the residue, covered with trees, houses, and underwood, is completely overturned, or dashed about in the most fearful manner.

Passing through the town *Bonchurch*, noted for its picturesque and romantic beauty, and as being the residence of the well-known authoress, Miss E. Sewell, also that of Edmund Peel, an author and poet of celebrity, we arrive at *Ventnor*, considered the most favorable place in England for consumptive invalids, being visited with less rain than any other place in Great Britain, and enjoying a more even temperature throughout the year. The rise of *Ventnor* as a watering-place is due to its position, beauty, and salubrity. It is situated on a succession of terraces sloping from the north to the sea, with altitudes varying from 300 feet above to the level of the sea, with the hill of St. Boniface, or the "down," as it is here called, 900 feet high at its back, protecting it from the north-easterly winds, while its southern aspect gives it, during the winter, a comfortable warmth, being cooled in the summer by the breezes of the sea. Its population is about 6000. A railway from Ryde was opened to *Ventnor* in 1866. Travelers wishing to come by rail to *Ventnor* can engage carriages to make the different excursions from the proprietors of the hotels.

Ventnor enjoys both the luxury of gas and water, and its walks and rides are not surpassed, if equaled, by any on the island.

Two miles north of *Ventnor* is the former residence of the Earl of Yarborough, *Appuldurcombe*, the finest seat on the island; here was formerly an ancient priory, found

ed in the reign of Henry III. The present magnificent building was formerly surrounded by most beautiful grounds, in the midst of a fertile and extensive domain. After the earl's death in 1847, the furniture, pictures, etc., were sold at auction. In 1859 the mansion was leased by a hotel company; the speculation proved a failure, and the building is now occupied as an educational establishment.

After passing various objects of attraction, such as *Stephens' Castle*, a modern structure, built by J. Hamborough, Esq., in 1833, *St. Lawrence's Well*, *Natron*, etc., which your driver will point out, we arrive at *Blackgang Chine*, the terminus of the Undercliff. This Chine is just the reverse of that of Shanklin, wild, rugged, and barren; its shelving sides are upward of 500 feet high, and the scene is grand, sterile, and uninviting. Near by, in a building, is the skeleton of a whale captured here in 1841, the largest ever caught on the English coast. Behind the Blackgang Chine rises the highest land on the island, 830 feet above the level of the sea; it is called St. Catharine's Hill, from the top of which a most magnificent view can be obtained.

From the Undercliff to Freshwater, our next stopping-place, the distance is fifteen miles, during which time we pass numerous other chines, but inferior in size to Blackgang. We also pass the villages of Chale, Kingston, Shorwell, Brixton, Motistone, and Brooke.

Freshwater, or Freshwater Cliffs, is a beautiful promontory nearly three miles in extent; in the distance there is a sameness in its appearance, but when examined in detail it exhibits a diversity of feature of the most sublime description.

Make excursions around the Needle Rocks to Alum Bay, Scratchell's Bay, etc. Notice the singular isolated rocks in Freshwater Bay, the caverns of Watcombe Bay, the Wedge Rock, etc. Near Freshwater Gate stands Faringford House, the former residence of Tennyson. From Freshwater to Yarmouth the distance is three and a half miles. This old-fashioned town is situated on the eastern side of the River *Yar*; it contains about 700 inhabitants. Charles

H. first landed here in 1671; he resided in what is now the *George* hotel, then the government house. Yarmouth Castle is a small fort built in the reign of Henry VIII. The church contains a monument of Sir R. Holmes, captain of the island, who entertained Charles II. on his landing. From Yarmouth to Newport the distance is nine and three quarter miles, passing Calbourne a short distance from the high road; its pretty little church is well deserving a visit. After passing Carisbrooke, the former capital of the island (it will be much better to continue on to Newport, and make the excursion from there to Carisbrooke Castle; the distance is only one mile, and the hotel accommodation is much better), we arrive at *Newport*, the capital of the island. The *Bugle Inn*, next door to which the Brighton and South Coast Railway have a booking and general inquiry office, is well managed. There is a railroad from here to Cowes (five miles), and coaches run to Ryde, Yarmouth, and the eastern side of the island. The town is finely situated on the river Medina, and contains over 8000 inhabitants. Newport contains a town-hall; a grammar-school—the scene of Charles I.'s negotiation with the Parliamentary commissioners. St. Thomas's, the principal church of the town, contains a beautiful monument by Marochetti, erected by Queen Victoria to the memory of the Princess Elizabeth, daughter of Charles I., who died in Carisbrooke Castle, and whose remains were accidentally found in 1793. The museum contains a rather interesting collection of Roman coins.

A walk must be made from Newport to Carisbrooke Castle, a fine old ruin built or rebuilt by William Fitz Osborne, a Norman knight, and first Lord of the Isles, the principal sight on the island. It is situated about one mile west of Newport, on the summit of a steep hill. Its mouldering battlements, covered with luxuriant ivy and other vegetation, render it a most romantic feature in the landscape. The keep commands a fine view. There is a fine well, 200 feet deep, capable of supplying water to a large garrison. A candle is let down to show visitors its depth. The water is raised by means of a donkey, which turns a large wheel. The window through which Charles I. tried to escape is shown to the visitor. Some writers attribute the origin of this

castle to the Celts, others to the Romans. Its Norman walls, which are included in the present walls, occupied about one and a half acres, but the present or Elizabethan walls inclose twenty acres of land. A walk should be taken round them to judge of their extent and enjoy the beautiful landscape.

The son of Charles I., Henry, was kept prisoner here two years after his father's death. An allowance of £5000 per annum was made him. His sister died a few days after that unfortunate event.

The principal relic of antiquity yet found on the island is that of a Roman villa, discovered accidentally while making excavations in the town of Carisbrooke. Its extent is 150 feet long by 60 wide. On the walls of some of the rooms the painting is quite fresh.

Five miles from Newport by railway is situated the town of *West Cowes*, a fashionable bathing-place, and the principal port of the island. It contains a population of nearly 6000. It owes its importance principally to being the rendezvous of the Royal Yacht Squadron, established here in 1812, and to the number of swift and handsome yachts built here. It is also the principal harbor and rendezvous of our American yachts, and during the season some of our yachtsmen are always to be found at the *Fountain Hotel*—admirably managed, and replete with cleanliness and comfort.

The town takes its name from the two forts, East and West Cowes, built by Henry VIII. to command the Medina. That of West Cowes, called the Castle, mounts eleven nine-pounders on a semicircular battery. The building is now occupied as the club-house of the Royal Yacht Squadron. The "Terrace" is a very pretty row of lodging-houses which stand on the *Parade*, the principal promenade, where yachts and steamers pass within a few yards of your window.

There is a ferry across the Medina to East Cowes, near which is *Norris Castle*, one of the most conspicuous objects on the island, and few persons would imagine it to be a modern building. It is built in imitation of a Norman castle, and covered with ivy to its topmost tower. Norris was formerly the residence of the Duchess of Kent and her daughter, the Princess Victoria, now queen. The next estate is that of

Osborne, the residence of the queen, which has been entirely rebuilt. It stands on a ridge overlooking the Solent and Spithead, but not in such a prominent position as Norris Castle. Nearer Ryde are the remains of the celebrated *Quarr Abbey*, built by the Cistercian monks in the 12th century. Very little can be distinguished now except a small portion of the chapel.

ROUTE No. 74.

London to Hastings, via Chiselhurst and Tunbridge Wells, by rail from London Bridge. Time, 2 hrs. 55 min.; fare, 17s.

Eleven miles from London we reach *Chiselhurst*, a place which has become so famous of late years, first, as the place of retreat of the Emperor Napoleon III., and afterward as the scene of his death and burial; also the burial-place of his universally lamented son, the Prince Imperial, who was killed in Zululand in 1879. Camden Place, the residence of the ex-empress, was named from the antiquary Camden, Ben Jonson's friend and instructor, who passed his summers in this retreat. It will interest all travelers to visit the chapel in which the emperor's remains are interred, filled as it is with evidences of the love and devotion of his numerous and faithful subjects.

Tunbridge Wells is, after Bath, the most ancient of the inland watering-places. Hotels, the *Calceley* and *Kentish Royal*. The mineral quality of these springs was first noticed by Dudley, Lord North, during the reign of James I. From that time the springs were inclosed, and soon became famous. Tunbridge is supposed to bear some resemblance to Jerusalem, and the surrounding hills are called Mount Ephraim, Mount Zion, etc. Population 14,000. The season continues from May to November; a band plays three times a day on the Parade, and nothing is neglected to make the place pleasant for visitors. Of Tunbridge Castle, built in the eleventh century, the keep, part of the walls, and an inner gateway still remain. It is said

to have stood a siege against William Rufus.

Hastings, of which *St. Leonard's* is the "West End," contains a population of 43,000. Principal hotel, *Marine*, situated on the Parade. Next to the hotel is *Pelham Cottage*, where the Emperor Napoleon resided for some time before his descent on Boulogne, and, by a singular coincidence, it was to the *Marine Hotel* at Hastings that the Empress Eugénie came to meet the prince imperial after her flight from Paris. The empress was aided in her escape from that city by Dr. Thomas Evans, to whose house she went after leaving the Tuileries. He took her in his carriage to Deauville; from there they sailed in Sir John Burgoyne's yacht, and landed at Ryde, whence they proceeded to Hastings.

Hastings is most noted in history for being the scene where the celebrated battle was fought which transferred the crown of England from Saxon to Norman heads, and for its famous castle, the favorite residence of William the Conqueror. The castle to-day is a mass of most magnificent ruins; some of its walls are eight feet thick. The Hastings of modern times is noted for the mildness and salubrity of its climate, the beauty of its environs, the openness of its coast, and the smoothness of its beach. Dr. James Clark, looking at it from a sanitary point of view, speaks of it in a very enthusiastic manner. Excursions should be made to *Fairlight* to examine the *Dripping Well*, to *Battle*, the scene of the Saxon's defeat, to visit its celebrated Abbey, the *Fish Ponds*, *Ecclesbourne Vale*, the *Coast-guard Station*, where a most glorious view can be obtained.

ROUTE 74 A.

London to Hastings and Eastbourne, via Croydon, Red Hill, Lewes, and St. Leonards.

This is an exceedingly interesting route, being the same as No. 74 (London to Brighton) as far as *Keymer Junction*, where it branches off from the main line to the left, passing through the town of Lewes. About half-way from the last-mentioned town to Hastings is *Polegate Junction*; by a small branch line, four miles long, the traveler is carried to the interesting watering-place of *Eastbourne*.

The London, Brighton, and South-coast Railway trains leave London Bridge and Victoria Stations several times each day.

About one mile from London Bridge may be seen the most wretched and miserable part of London, especially the suburb of *Bermonsey* or "Jacob's Island," where Dickens laid the horrible scene of Bill Sykes's death in his "Oliver Twist."

Two miles farther the beautiful Crystal Palace may be seen to the right, and on the left the Park and Hospital of Greenwich.

Beyond the *New Cross Station* (three miles from London) may be seen the *Royal Naval School*, founded by Queen Adelaide.

At *Forrest Hill Station*, five and a half miles from London Bridge, the smoke of the city is left behind, and the clear, free, bracing air of the country reached.

One mile farther is the *Sydenham Station*. The poet Campbell was for a long time a resident of Sydenham, which some years ago was one of the most beautiful spots in England, but it is rapidly becoming a suburb of London.

Penge Station, half a mile farther, is quite close to the Crystal Palace. It contains a *Waterman's Asylum*, founded in 1840 by Queen Adelaide. Also a fine *Naval Asylum*.

Croydon, described in Route 74.

At *Caterham Junction*, three miles from Croydon, there is a branch line to *Caterham*, four and a half miles distant.

Red Hill (Reigate Station), twenty miles from London Bridge. Here the main line of the Southeastern Railway turns to the left. A branch line to the right leads through Dorking to *Realing*. *Dorking* is an old-fashioned, quiet town of 4000 inhabitants, and is the centre of numerous fine excursions in the neighborhood, the prin-

cipal of which is to *Deerdene*, for many centuries a residence of the *Howards*. Dorking was at one time of considerable importance. It is noted for its peculiar breed of fowls, said to be of Roman origin, and which bring remarkably high prices. Hotels, *Red Lion* and *White Cross*.

The town of *Reigate* is situated about two miles from the junction. It contains about 10,000 inhabitants, and is noted for the ruins of its old castle.

Passing the town of *Horley*, five miles from the junction, notice on the left the *Earlswod Asylum for Idiots*, founded in 1846.

Three miles farther the Three Bridges Junction is passed. Here a line to the east conveys the traveler to *East Grinstead* and *Tunbridge Wells*, and on the left branches to *Petworth*, *Arundel*, etc.

Hayward's Heath, thirty-eight miles from London, is now passed, where carriages may be hired at the hotel near the station.

Three miles farther Keymer Junction is reached, where the traveler leaves the main line to Brighton, and turns to the left, passing through *Lewes*. Hotel, *Star*. This picturesque old town contains nearly 10,000 inhabitants. It is situated on the side of a steep hill in the centre of the South Downs, and is separated by the Ouse which flows through the town. After the Conquest, Lewes was granted by the Conqueror to the Earl of Warrene, son-in-law of William. It remained in the hands of that family until the 14th century.

The principal objects of interest in addition to the natural beauties of the place are its ancient *Castle* and *Priory of St. Pancras*. The remains of the first are finely situated above the town. Of its four towers only two remain, one of which is occupied by an Archæological Society, which has collected a museum of objects of particular interest to lovers of that branch of science. There is a grand view from the summit of the tower. The Castle was built by William de Warrene, the first Norman earl, and his wife Gundrada. A small entrance-fee is charged.

At the foot of the hill lie the ruins of the *Priory of St. Pancras*, which was founded by the above-mentioned earl and his wife. These ruins are also in charge of the Sussex Archæological Society. While making excavations for the railway which passes

over the site of the Church of the Priory, the coffins of Earl de Warrene and his wife were discovered. They now rest in the *Church of Southover*, close by the Priory. As the coffins are less than half the usual length, it is supposed that at some remote time their bones were exhumed and placed in the present cases. A chapel was erected in 1847 to contain their bones. The ancient tombstone of Gundrada now occupies the centre of the floor.

At the top of a hill to the west stands the *Church of St. Anne*, which well deserves a visit.

There are several interesting excursions in the vicinity of Lewes, the principal of which is that to *Mount Harry*, the scene of the great battle fought on May 11th, 1264, between Henry III. and the barons commanded by Simon De Montfort.

A branch road leads to Newhaven and *Seaford*. There are lines also to Brighton and *Uckfield*.

Passing the *Berwick Station*, *Polegate Junction* is reached. The main line passes through *Pevensay* (noted for its ivy-grown castle) and reaches Hastings (described in Route 74), distance fifteen miles from Polegate.

A branch line leads from the junction to *Eastbourne*, distance four miles.

This town has within a few years become quite celebrated as a fashionable watering-place. The old town is picturesquely situated in a small hollow finely sheltered by elm-trees. The new town extends from the station to the sea, and is over one half mile in length. The principal hotels are the *Gildridge*, *Southdown*, *Burlington*, *Albion*, *Sussex*, and *Pier*.

The resident inhabitants are over 5000. The town is finely sheltered on all sides except the south and east. The bathing is considered very good. It has also the advantage of mineral springs, which are said to resemble those of Clifton, and there are good walks and drives. It lies about two miles east of Beachy Head, and is much recommended for its bracing air. A new and attractive promenade has recently been made round the Wish Tower, and the extension of the parade to Holywell is being rapidly completed. The Devonshire Park and pavilion is close to the sea, and much patronized by visitors. There is also a first-class bathing establishment adjoining.

To the left is the esplanade, and farther inward the large circular fort; and, in the distance, several Martello Towers. Eastbourne has one of the finest churches in the county—Norman and Early English.

This beautiful watering-place has received valuable assistance from the Duke of Devonshire, who is a large owner of property and has a pretty residence there. The trees in the streets, the luxuriant vegetation, and the sloping Downs give a fine appearance to the town. There is a good pier, on which a band plays daily.

Beachy Head, about two miles, should be visited; it is the most stupendous cliff along the coast, being 564 feet in perpendicular height, and when the storm rages along the channel it has a grand and sublime appearance.

Pevensy and Hurstmonceux Castles, within easy distance, should also be visited. The neighborhood in and around Eastbourne abound with interesting historical associations.

Tide 13 minutes earlier than Brighton.

Cheap pleasure tickets are issued to and from Eastbourne.

Branch offices for railway information, etc.: Gowland, the Library, Marine Parade; the Pier, Leach's Library, Grand Parade; and Newman's Anchor Hotel.

Postal Telegraph Offices: Railway Station and Post-office.

ROUTE No. 75.

London to Paris, via Tunbridge and Folkestone, from Charing Cross Station. Time, 8½ hrs.; fare, £2 16s. (See p. 32.)

Leaving London from London Bridge, and passing through Croydon (see Route No. 73) and Tunbridge (see Route No. 74), we reach Paddock Wood Junction, where a line branches off to Maidstone, reaching that town in thirty minutes.

Maidstone is 34½ miles from London by the Southeastern Railway, and contains a population of 23,058. Hotels, *The Mitre* and *Royal Star*. The town is situated on the right bank of the Medway, surrounded by orchards, hop-grounds, etc., and is the capital of the county of Kent. Among the principal buildings notice the county jail, the town-hall, the corn market, the church in which Archbishop Courtenay is buried, and the archbishop's palace, rebuilt in the 14th century. From Maidstone to Folkestone the distance is about 35 miles.

Returning to the main line, we soon pass *Ashford Junction*, the principal repairing station of the Southeastern Railway: it is important as the junction of three different lines, but contains little to interest the traveler. Population 5522.

Westenhanger, Shorncliffe, and Folkestone are passed before reaching Folkestone Harbor.

Folkestone contains a population of 8500, and a good hotel, the *Pavilion*. It has greatly increased in importance since the opening of the Southeastern Railway, and is now a pleasant point of embarkation for France. The distance from Boulogne is but twenty-seven miles, and the ordinary time employed in crossing about one hour and forty minutes, and from Folkestone to London one hour and fifty minutes. Folkestone has of late years been much frequented as a watering-place; the air is considered efficacious for persons suffering from nervous debility, and here there is more retirement than at other watering-places along the coast. The town itself is most irregularly and badly built; the streets are steep and narrow, but outside the town there are most delightful walks. From Folkestone Hill, which rises to a height of 575 feet back of the town, a most glorious view may be obtained. Dr. William Harvey, who immortalized himself by the dis-

covery of the circulation of the blood, was a native of Folkestone.

The time from London to Paris, *via* Folkestone and Boulogne, does not now exceed $8\frac{1}{2}$ hours, owing to new arrangements put into practice April, 1881.

ROUTE No. 76.

London to Dover, via Chatham and Canterbury, from Victoria Station. Time, 1 h. 50 m.; fare, £1. (See p. 30 and 35.)

Passing through Duiwich (see Route No. 72) and Swanley Junction, whence a branch line runs to Seven Oaks and Maidstone, we reach *Rochester* and *Strood*. The latter place stands on the left bank of the Medway, and contains little of interest, unless we except some fragments of a Preceptory of the Templars, to whom the manor of Strood was given by Henry II., which lie on the bank of the river, about half a mile above Rochester Bridge. This bridge is one of the sights of Rochester, and is a handsome iron structure, the foundations of which were laid in 1850 by Messrs. Fox & Henderson. It occupies the site of an old wooden structure of very great antiquity, the view from which is thus described by Dickens :

“On the left of the spectator lay the ruined wall, broken in many places, and in some overhanging the narrow beach below in rude and heavy masses. Huge knots of sea-weed hung upon the jagged and pointed stones, trembling in every breath of wind; and the green ivy clung mournfully around the dark and ruined battlements. Behind it rose the ancient castle, its towers roofless, and its massive walls crumbling away, but telling as proudly of its old might and strength as when, seven hundred years ago, it rang with the clash of arms, or resounded with the noise of feasting and revelry. On either side the banks of the Medway, covered with corn-fields and pastures, with here and there a windmill or a distant church, stretched away as far as the eye could see, presenting a rich and varied landscape, rendered more beautiful by the

changing shadows which passed swiftly across it, as the thin and half-formed clouds skimmed away in the light of the morning sun. The river, reflecting the clear blue of the sky, glistened and sparkled as it flowed noiselessly on; and the oars of the fishermen dipped into the water with a clear and liquid sound, as their heavy but picturesque boats glided slowly down the stream.”—*Pickwick Papers*.

Rochester is a place of great antiquity, which suffered much from the depredations of both Danes and Saxons. Hotels, *Crown*, where Queen Elizabeth sojourned in 1573, and the *Bull*, at which Mr. Pickwick put up. Many royal personages have visited Rochester; in addition to Queen Elizabeth, already mentioned, Henry VIII., who here first saw Anne of Cleves, and called her a “Flanders mare;” King James, in company with the King of Denmark; Charles II., after his restoration; and James II. The cathedral and castle are among the objects of interest to be visited at Rochester; the latter is situated on the banks of the Medway at the southwest corner of the city-walls, and consists of a Norman keep with some portions of the outer walls. The present castle dates from the twelfth century, and probably occupies the site of a much earlier fortress. This was the first building invested and occupied by Louis of France during his invasion of England in the reign of King John. From Rochester a visit may be made to Cobham Hall, the seat of the Earl of Darnley, whose house and picture-gallery are open to the public on Fridays. This gallery, being chiefly formed by purchases from the Orleans Gallery, as well as the Vetturi Gallery of Venice, is well worthy of inspection.

One mile and three quarters from Rochester we reach *Chatham*, which principally consists of one long, dirty street running parallel with the Medway, outside the dock-yard and barracks. There is little of interest in the town. The former was established here by Queen Elizabeth, and soon attained considerable extent; the great event in its history was the burning of the ships lying here at anchor by the Dutch fleet under De Ruyter, who on the 7th of June, 1667, anchored at the mouth of the Thames, and, blockading that river and the Medway, obtained possession of the fort of

Sheerness, and attacked the ships lying at anchor at Chatham, which were protected by a chain stretched across the river at Gillingham Fort. This was speedily broken, and the two vessels stationed to guard it set on fire. Others were afterward destroyed, but, considering the utter want of preparation on the part of the English, the damage effected was not as great as might have been expected. The barracks, capable of accommodating 3000 men, lie alongside of the river. They are inclosed, together with the dock-yard, by fortifications called the Chatham Lines, begun in 1758 and completed in 1807, which encircle a considerable extent of ground, including the village of Brompton. Within this inclosure the military operations and grand reviews take place.

Faversham, the next place of importance on our route, was early a place of consequence, where Athelstane and his "witan" were entertained in 930. In 1147 an abbey was founded here by Stephen and Matilda, to whom Godfrey de Bouillon sent a piece of the true cross, which was preserved in the abbey; the founders were afterward buried here. The present parish church is believed to be that once belonging to the abbey, but has since been entirely remodeled; notice in the northern transept a pillar bearing some early English paintings of great interest.

Canterbury, the capital of the county of Kent, contains 21,324 inhabitants, and is 62 miles distant from London. Hotels, *Fountain* and *Rose*. There the chief feature of interest is the *Cathedral*, which occupies the site of a British or Roman church attributed to King Lucius. This church, after being twice renewed, was burned down at the time of the Conquest (1067), and another begun in 1070, which was not completely finished until 1130, when it was dedicated by Archbishop William in the presence of Kings Henry of England and David of Scotland. Here Becket was murdered; in 1174 the choir, so beautiful that it bore the name of the "glorious choir of Conrad," was burned down. This, together with the nave, was reconstructed, the works lasting until 1410, and the present building consists mostly of these different works. The principal entrance is from the south porch, where in the Saxon period all disputes were judged;

the nave, having fallen into a ruinous condition, was rebuilt in 1378: it is a light Perpendicular style, and greatly resembles that of the Winchester Cathedral; the choir is raised to a considerable height above the crypt, differing in this respect from all cathedrals, both English and foreign, and is reached from the nave by a long flight of steps; it is also of unusual length, and is the work of William of Sens. The screen surrounding it dates from 1305, and was constructed by Prior Henry de Estria. Part of the pavement of the choir is made of a delicate brown veined marble which belonged to the original "glorious choir of Conrad." The cathedral is filled with numerous and interesting monuments.

Many royal personages have visited this cathedral to do homage at the shrine of Thomas à Becket. Louis of France visited the tomb in 1179; Richard Cœur de Lion came here to return thanks to God and St. Thomas after his liberation from the Austrian prison. John and all the succeeding English kings, as well as their royal visitors, followed his example. The visit of Henry VIII. and the Emperor Charles V. is thus mentioned by Stanley: "They rode together from Dover on the morning of Whitsunday, and entered the city through St. George's Gate. Under the same canopy were seen both the youthful sovereigns. Cardinal Wolsey was directly in front; on the right and left were the proud nobles of Spain and England; the streets were lined with clergy, all in full ecclesiastical costume. They alighted off their horses at the west door of the cathedral; Warham was there to receive them; together they said their devotions—doubtless before the shrine." By the same Henry VIII. an order was afterward issued that Becket was to be called no more a saint, but Bishop Becket; his images were pulled down throughout the kingdom, and the contributions to the shrine were forfeited to the crown, while the bones of the ex-saint were ordered to be burned. Among the monuments in the cathedral, notice those of Edward the Black Prince and of Henry IV., with that of his second wife, Joan of Navarre.

Dover is situated 17 miles from Canterbury and 78 from London. The railway runs along the harbor as far as the Admi-

rality Pier. Population 22,244. Hotels, *Imperial, Lord Warden, and Ship.*

The town of Dover lies in a valley between Castle Hill and the Western Heights; it is a well-built place with terraces fronting the sea, and is always full of bustle and excitement. Dover was known in the time of the Romans under the name of *Dubrae*, and the walls and gates which existed at that period have all been traced. After the Conquest it rose to great importance, and became one of the keys of England; its castle was enlarged and strengthened, and was able in 1216 to resist a siege made against it by Louis of France, thus probably saving England from a French dynasty. The castle is situated about a mile from the town across the harbor, and covers about 35 acres of ground. An order for admission may be obtained on a recommendation from any hotel-keeper at the Brigadier's office in Castle Street; orders for viewing the Armory are issued by the Ordnance Storekeeper, and for the underground works by the Commanding Engineer.

The interior, which is entered by Fulbert de Dover's Tower, in Castle Street, has been completely remodeled since 1780, but still bears every resemblance to a Norman castle, consisting of a keep, inner and outer courts, gates, and watch-towers. The size of the Roman castle which occupied this site is uncertain, the only part of the ancient work remaining being the lower portion of the Pharos, whose light once guided the imperial galleys into port. Of the numerous watch-towers once standing along the walls of the later fortress, Constable's, Peverell's, the Avranches, and the Colton are the only ones remaining in addition to the keep; the foundation walls of the last are said to have been laid by Henry Fitz-Empress, afterward Henry II.: they are 24 feet in thickness. The keep consists of three stories, the first being a large hall, at one time only entered from the story above, the second containing the chapel, and the third the state apartments. Below the Artillery Barracks, which stand near the edge of the castle cliff, is a brass cannon presented by the Emperor Charles V. to Henry VIII., which was cast at Utrecht in 1544. It bears the name of Queen Elizabeth's "pocket-pistol." The Church of St. Mary stands within the precincts of the castle. The excavations in

the chalk cliff underneath the castle were not made until toward the end of the last century, and are shown only by special order: these are casemates capable of lodging 2000 men, with magazines for powder and provisions. Long galleries and chambers perforate the cliff in every direction, and are supplied with air by means of brick funnels.

The harbor of Dover is the only one of the ancient Cinque Ports which still exists, and that only at the cost of great trouble and expense; it formerly extended some distance up the Charlton valley, but has gradually retreated, owing to the effects of a shifting bar of shingle which sometimes closed it altogether, until the construction of the Harbor of Refuge, by means of which the passage of shingle from the westward was prevented.

Both railways have lines running down to the pier within a few paces of the steamers, which leave here twice a day for Calais and Ostend.

ROUTE No. 77.

London to Norwich and Yarmouth, via Chelmsford, Colchester, and Ipswich (direct route to Rotterdam, Antwerp, and the Rhine, *via* Harwich), from Liverpool Street by the Great Eastern Railway, direct to Norwich; time, 3 hours; fare, £1 3s. 9d.; direct to Yarmouth (same route as far as Ipswich); time, 3 h. 50 m.; fare, £1 2s. 8d.

Leaving London by the Great Eastern Railway, we reach *Chelmsford*, the capital of the County of Essex, 29 miles distant from London. It contains several handsome buildings—St. Mary's Church, a town-hall, county jail, theatre, grammar-school, and a corn exchange. Hotels, *Saracen's Head* and *White Hart*. Population 5513. Continuing our route, the next place of importance which we pass is *Colchester*, a town containing 23,809 inhabitants. It is situated on the River Colne, 22 miles from Chelmsford, and 51 from London. This is a place of great antiquity, and is believed by many to be the *Camelodunum* of the Romans. There are many old and interesting houses, one dat-

ing back as far as 1490. Here are also the ruins of a castle, of which the gateway and keep remain; also part of an abbey founded by Eudo Dapifer, steward of William the Conqueror. Colchester is now a military station, a camp having been formed here during the Russian War. About ten miles from the town, at St. Osyth, is an Augustine Priory, dating from the twelfth century, well worth a visit.

Continuing from Colchester, at Manningtree (Junction), mentioned by Shakespeare in his Play of Henry IV., we leave the Great Eastern main line, and proceed by a branch to *Harwich*. The Continental Express trains leave Liverpool Street each night at a fixed hour for Harwich, and a similar train leaves Harwich each morning for London. These trains are in direct connection with the Continental steamers, and perform the journey from London to Harwich (70 miles), without stopping, in one hour and fifty minutes. The trains run alongside the steamers at the quay at Harwich. *Great Eastern Hotel*. Population 5070. Harwich is situated on a point of land close to the entrance of the Rivers Stour and Orwell into the German Ocean. It has an extensive harbor, capable of containing 100 sail of the line. Steamers leave here daily for Rotterdam, and three times a week for Antwerp, in connection with the Great Eastern Railway. This is the quickest and most direct route for reaching Germany, and, in case of bad weather, a couple of days may be passed most pleasantly in Harwich at the Great Eastern Hotel, a fine building belonging to the railway company.

Continuing our route on the main line from Manningtree, in twenty minutes we reach *Ipswich*, a town of 37,950 inhabitants, which may also be reached by boat from Harwich. This excursion is made more for the beauty of the scenery along the banks of the River Orwell, on which Ipswich stands, than for any thing of interest which the old town contains. From the river the town appears to form a crescent; the streets are narrow and irregular, but well paved. The principal buildings are the Town-hall, built in 1868, with a council chamber and library each 74 feet long; the theatre, where Garrick made his debut in 1741; the Corn Exchange, and thirteen churches. Cardinal Wolsey was born here

in 1471, and the house in St. Nicholas Parish is still shown. Hotels, *White Horse* and *Crown and Anchor*.

Norwich, a place of great antiquity, is about 112 miles from London. Population 85,827. Hotels, *Royal, Norfolk*, and *Maid's Head*. It is chiefly noted for its castle and cathedral. The castle was built during the reign of William the Conqueror. The Norman Keep, 70 feet high, and Bigod's Tower, still remain. The former is now used as a jail. The cathedral was begun in 1096 by Bishop Herbert de Lozinga, but was not finished until 1510. The interior is 411 feet in length, and contains many interesting monuments, among others that of Robert Bigod, Anne Boleyn's grandfather. Near to the cathedral stands the bishop's palace, which was nearly ruined by the Puritans. Among the other principal buildings are the Market, Guildhall, Mancroft Church and Grammar-school, besides several fine hospitals, etc. The introduction of the woolen trade first established the eminence of Norwich, and there are now numerous factories for the production of silk, mohair, and worsted.

Yarmouth. Population 34,810. Hotels, *Royal Victoria* and *Angel*. Yarmouth is a sea-port, situated on the east bank of the Yare, about twenty miles by rail from Norwich, the inhabitants of which are chiefly engaged in mackerel, herring, and deep-sea fisheries. It is a place of great antiquity. In the thirteenth century it was inclosed by a wall, with ten gates and sixteen towers, of which the remains may still be seen. The present town, however, extends far beyond this wall. The quay of Yarmouth is considered the finest in the kingdom, and forms a fashionable and agreeable promenade more than a mile in length. The principal buildings are the Church of St. Nicholas, founded in 1123, and containing a fine organ; the Town-hall, Police-court, Theatre, and Library. • On the South Denes, near Yarmouth, stands a beautiful column, 140 feet high, in memory of Nelson. In the neighborhood also Burgh Castle may be visited, one of the most perfect Roman camps in the kingdom.

ROUTE No. 78.

London to Norwich and Wells, via Cambridge and Ely, by the Great Eastern Railway. Time from Liverpool Street to Norwich, 3 h. 35 m.; fare, £1 3s. 9d.; to Wells from Wymondham Junction; time, 1 h. 28 m.; fare, 5s.

Cambridge is a place of great antiquity, but derives its present celebrity from its university, which embraces seventeen colleges and halls. The names are, Catharine Hall, Christ's College, Clare Hall, Corpus Christi, Downing, Emmanuel, Gonville and Caius, Jesus, King's, Queen's, Pembroke, Magdalene, St. John's, Peterholme, Sidney Sussex, Trinity, and Trinity Hall. This university was, by some accounts, founded as far back as 630. Peterholme, the oldest college, dates from 1257. The first charter extant was granted by Edward I. Trinity College, the first of the university, was founded by Henry VIII., and enlarged by Queen Mary. Since the time of Elizabeth it has been customary for the master of Trinity to entertain the sovereign when on a visit to Cambridge. Sir Isaac Newton, Bacon, Raleigh, Dryden, Cowley, and Lord Byron were members of Trinity.

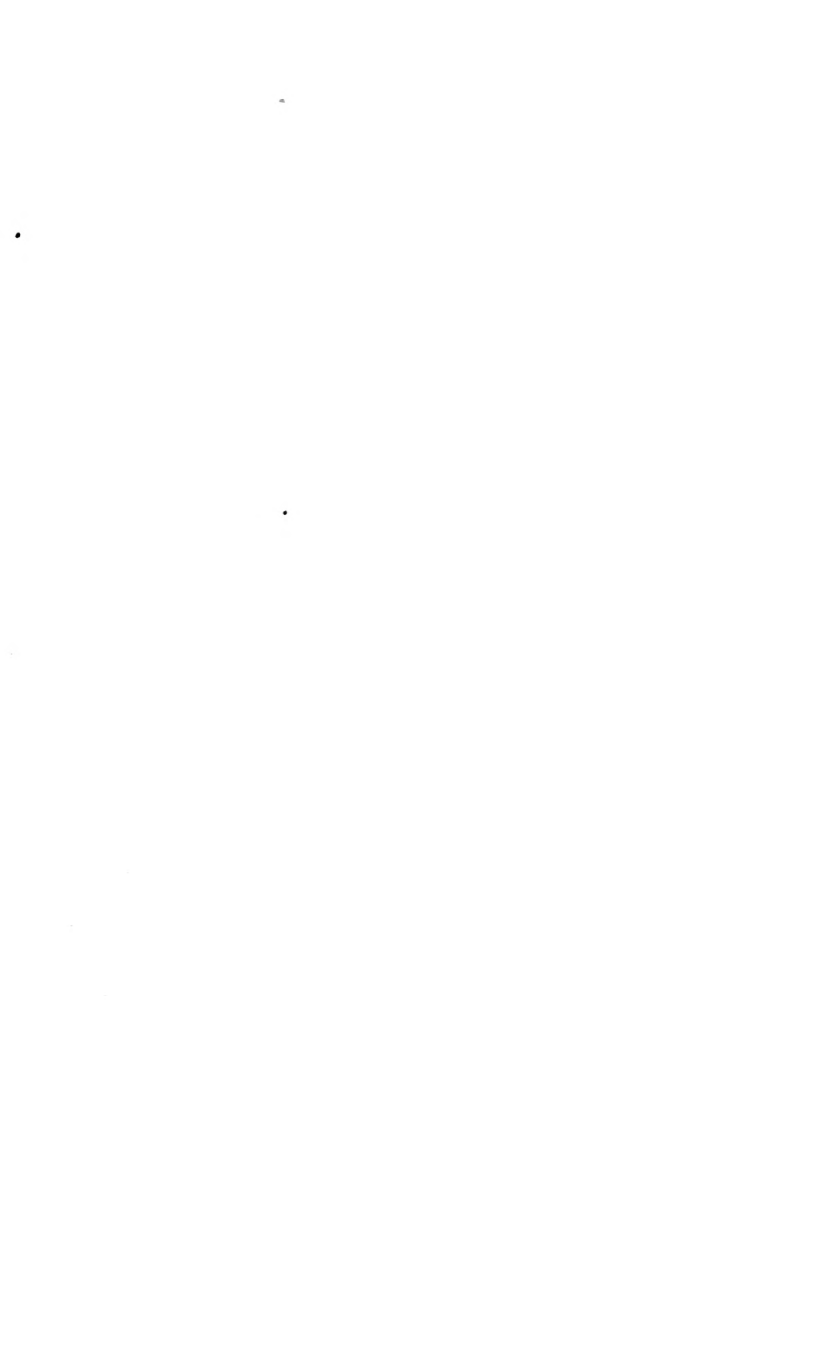
There was a castle built here by William the Conqueror, but nothing now remains but its gate-house. The entire town of Cambridge is embosomed in woods, and but little of it can be seen at a distance. It contains a population of 28,000. The principal hotels are *University Arms, Red Lion, Bull, and Woolpack*. Visit the magnificent Senate-house belonging to the university, Fitzwilliam Museum, Observatory, and Botanical Gardens. The principal churches are All Saints', Great St. Mary's, and Great St. Stephen's. The last contains a tomb erected in honor of Captain Cook. The town is supplied with water conveyed by an aqueduct from a fountain three miles distant. It is indebted for this improvement to a celebrated horse-hirer named Hobson, who insisted, when hiring horses to the students, that they should take them in order, which gave rise to the famous proverb of "Hobson's choice."

The distance from London to *Ely* is 72 miles. *Ely* is built on the banks of the Ouse, in the Isle of *Ely*, and contains 7428

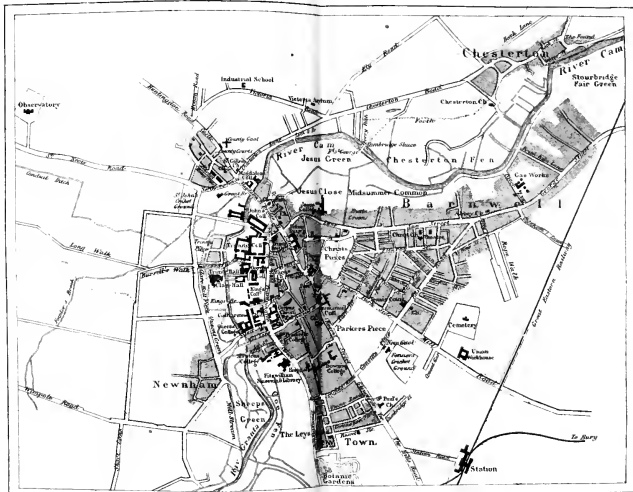
inhabitants. Hotels, *Lamb and Bell*. It is chiefly noted for its cathedral, one of the finest in Europe. This building occupies the site of a monastery erected here in 670. It was converted into a cathedral by Henry VIII. Its entire length is 510 feet. The stalls are beautiful specimens of carving, and the roof of the nave is covered with paintings representing the finest subjects in Bible history. Notice also the Church of the Holy Trinity, formerly the Lady Chapel, which is attached to the cathedral.

From *Ely* an excursion may be made to *Lynn Regis*, situated on the banks of the Ouse, about eight miles from the sea. Population 16,170. This is a clean, well-built town, divided into several parts by small streams called fleets. The harbor is rather difficult of access, but is capable of containing 300 sail. The principal buildings are the Exchange, Guildhall, and St. Margaret's Church, one of the largest in England. Eugene Aram, Bulwer's hero, was usher in the grammar-school of *Lynn Regis* in 1759, when apprehended for murder. Gray Friar's Lantern, a tower of six sides and ninety feet high, is a fine piece of antiquity. It was built about 1260.

Continuing our route from *Ely*, we pass through *Brandon*, celebrated for the warrens in its vicinity, one of which sends about 40,000 rabbits to London annually. *Thetford* is the next place of importance passed. Near the station, on the Suffolk side of the Lesser Ouse, are remains of a priory founded by Roger Bigod in 1104; the same monks afterward removed to the Norfolk side, where ruins also remain. Thomas Howard, second Duke of Norfolk and victor at Flodden Field, was buried here. *Thetford* was one of the earliest and most important settlements in the eastern counties, and was the chief residence of the East Anglian kings. Even in the reign of Edward III. it boasted twenty-four main streets, twenty churches, and eight monasteries; but now it is little more than a large village, containing nothing of particular interest. At *Wymondham Junction* a line branches off from the Norwich road to Wells. Passing through Elmham and Ryburgh, which contains a fine church, we reach *Fakenham*, chiefly celebrated for its corn-market. The church is a large building with a tower, dating from the reign



CAMBRIDGE



of Henry VI., in honor of whom a light was formerly kept burning within the building.

Wells is a small trading-port, with a harbor capable of receiving vessels of 200 tons, and contains 3461 inhabitants. The only object of interest in the town is the church, in the Perpendicular style, which has been very fine. *Halkham*, the residence of the Earl of Leicester, is usually visited from Wells. It is about three miles distant; the gardens are to be seen on Tuesdays during the summer, but the house can not be visited except by special order. The park, nine miles in circuit, contains about 3200 acres—1000 of which are woodland. The trees were chiefly planted by the first Earl of Leicester, who witnessed the launching of a ship at Lynn built of oak from the acorns he himself had planted. Near the house is a fine lake about a mile long, close to which flocks of sheep and herds of bullocks may be seen grazing—a portion of the park consisting of pasture-land, and the remainder abounding in game. The grand approach to the house is on the south, through a triumphal arch, whence an obelisk, eighty feet high, and the first work erected on the estate (in 1729), may be seen. Opposite the house is the Leicester Monument, erected in 1845-48. The interior is filled with ancient marbles, and most beautiful paintings by great masters, of which the Claudes are especially remarkable. There is also a fine collection of drawings, and numerous MSS. and books of value. *Halkham Church*, within the park, dates from the 14th, 15th, and 16th centuries, and is dedicated to St. Withburga, who is believed to have resided here before removing to East Dereham. In 1868 this church was restored at a cost of £10,000, of which £7000 was paid for the wood-carving, there being no less than sixty carved bench-ends, of which no two are alike.

Norwich is reached from Wymondham Junction in 35 minutes (see Route No. 77).

From Cambridge a branch runs through Newmarket and Bury St. Edmunds to Haughley Junction, where it meets the trains running to Norwich and Ipswich.

Newmarket contains 2956 inhabitants. Hotels, *Rutland Arms* and *White Hart*. The first races held at Newmarket took place during the reign of Charles I.; at the present day there are seven annual meetings, viz.: The "Craven," named after an earl

of that name, on Easter-Monday; "First Spring," the following Monday fortnight; "Second Spring," two weeks later; "the July," early in that month; "1st October;" "2d October;" "3d October," or the "Houghton" meeting. The first and last of these are the most celebrated.

Bury St. Edmunds contains 13,318 inhabitants. Hotel, *Angel*. The former importance of this town was entirely owing to its famous abbey, the shrine of St. Edmund (a king of East Anglia, killed by the Danes in 870), of which there are still some existing remains. This shrine was, before the Dissolution, the chief religious centre of Eastern England, and was resorted to by many royal pilgrims. The abbey gate now forms the gateway of the Botanic Gardens, a pleasant place of resort, which partly occupies the site of the great court of the abbey, and throughout which fragments of the ancient buildings lie scattered. Near St. James's Church, a fine building, is an old Norman tower, erected in 1090; this was restored in 1848, at a cost of £4000.

ROUTE No. 79.

London to Hull, via Huntingdon, Peterborough, Newark, and Doncaster, from King's Cross. Time, 10 h. 47 m.; fare, £1 10s. 6d.

Huntingdon, containing 6000 inhabitants, is a very ancient town, formerly a Roman station. Remains of a castle erected by Edward the Elder in 917 are still visible. It contains a town-hall, assembly-rooms, and theatre. One mile from the town is the residence of the Earl of Sandwich, formerly belonging to the Cromwell family. A short distance farther is Brampton Park, the residence of the Duke of Manchester.

Peterborough, a city of 8000 inhabitants, contains the remains of the cathedral in which Catharine of Aragon was interred; Mary Queen of Scots was first buried here, but her remains were afterward removed to Westminster Abbey by her son, James I. A short distance from the town is Milton Park, the residence of the Earl Fitzwilliam. Here is a portrait of Mary Queen of Scots, given by her to Sir W. Fitzwilliam the day she was beheaded at Fotheringay Castle.

Newark, 120 miles from London, is situated on a branch of the Trent. Hotels, *Saracen's Head* and *Clinton Arms*. The castle is the principal object of interest. It was built by Alexander, bishop of Lincoln,

during the reign of Stephen. King John died here A.D. 1216. Newark was three times unsuccessfully besieged by the Parliamentary forces in the time of Charles I.

Doncaster, 158 miles from London, noted for its races, held in the third week of September, contains 12,000 inhabitants. Hotels, *New Angel* and *Reindeer*. Not much object in stopping, unless during race week.

Hull, 45 miles from Doncaster, is a convenient place of embarkation to Norway and Sweden, Wilson & Son's first-class line of steamers sailing regularly from this port. Hotels, *Station* and *Royal*. Situated at the mouth of the Rivers Humber, Hull, Ouse, and Trent, Hull is an important sea-port, its custom-house duties amounting annually to £500,000. Wilberforce was a native of Hull; a column founded in his honor on the 1st of August, 1834, the day of negro emancipation, stands near the Prince's Bridge. The seat of Washington's ancestors, *South Cave*, may be visited from Hull. They emigrated to the United States in the 17th century. There is a portrait of Washington at Cave Castle.

ROUTE No. 80.

London to Scarborough, via Bedford, Leicester, Derby, Sheffield, and York, from St. Pancras Station by the Midland Railway. Time, 8 hrs. 46 min.; fare, £2 10d.

Bedford, situated on both banks of the River Ouse, is about fifty miles from London. It is a place of great antiquity. It contains a population of 13,413. Hotels, *George* and *Swan*. There are several churches in Bedford; among the most interesting, that of St. Peter, which has a Norman door, an antique font, and some old stained glass windows. Bedford is unequalled by any town in England of a similar extent in the magnitude of its charitable and educational establishments. John Bunyan's "Pilgrim's Progress" was composed in the county jail. He was pastor of a Baptist congregation in this town. His birthplace, Elstow, is about a mile distant.

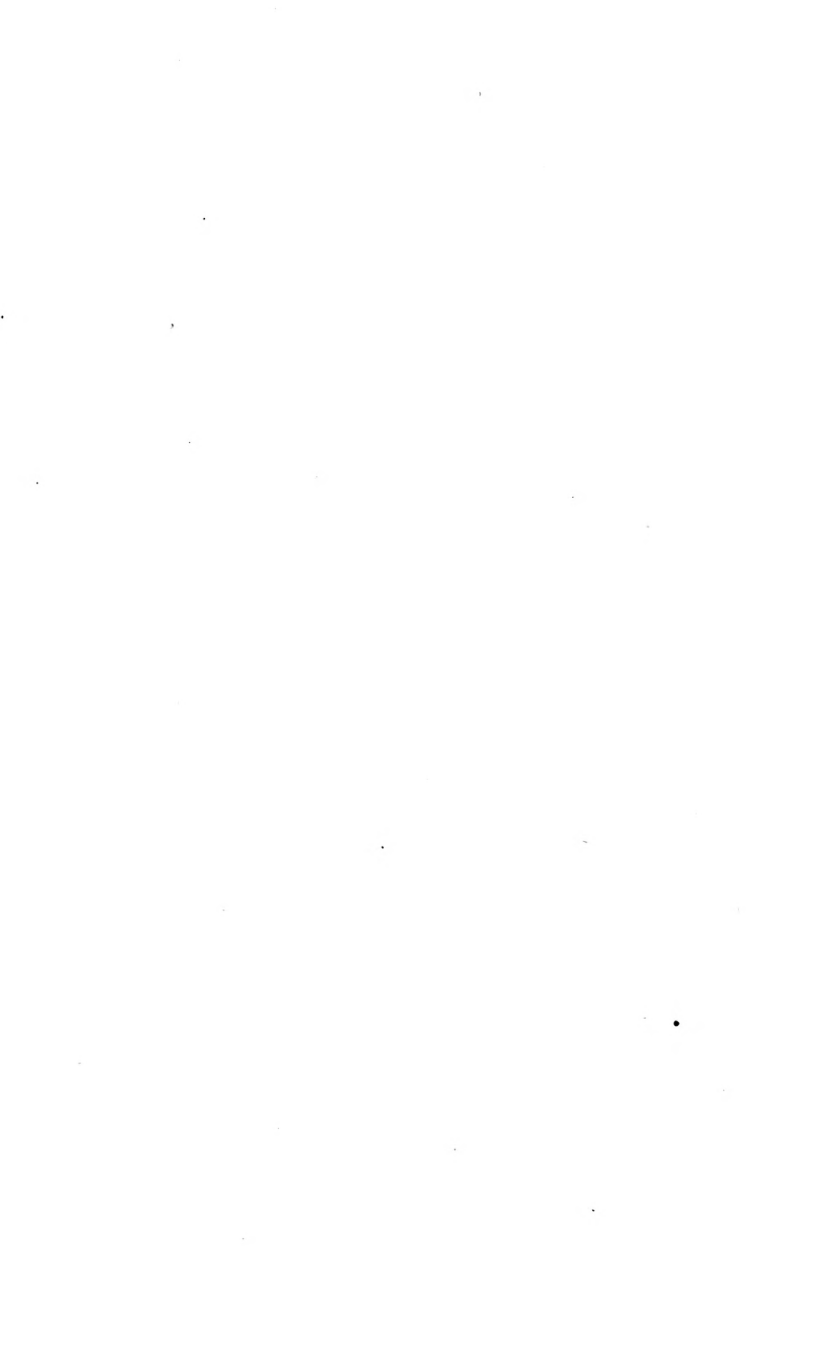
The town of *Leicester*, containing 122,351 inhabitants, is a very ancient place, said to have been founded by King Lear 844 B.C. Hotel, *Bel*. The Romans had a station here called *Rata*, of which many remains may still be seen, including the Jervy wall, out of which the Church of St. Nich-

olas is partly built. The castle, rebuilt by John of Gaunt, was once the seat of Simon de Montfort, Earl of Leicester. Nothing now remains but the Great Hall. The walls and gateway of the famous abbey in which Cardinal Wolsey died are other objects of interest.

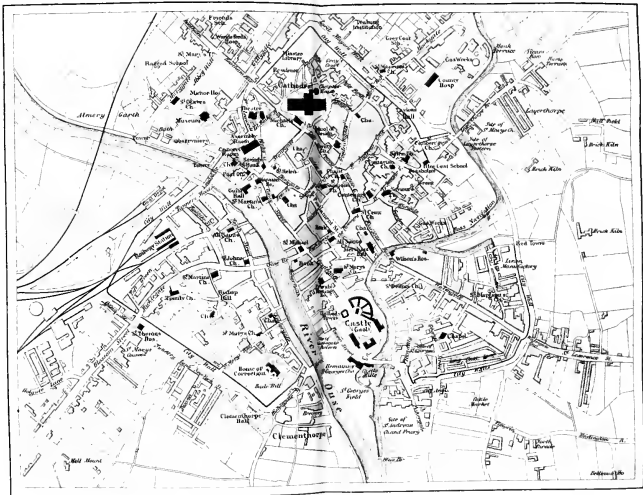
Derby, a manufacturing town, situated on the banks of the Derwent, contains 77,636 inhabitants. Hotels: *Royal*, in the town, first-class; and *Midland*, at the station, good. This commercial town is noted for its silk, woolen, and cotton stockings; also for its marble and porcelain works. The first silk-mill in England was built here in 1718, and it is now the most extensive in the kingdom. There is a fine park for the recreation of the inhabitants.

Sheffield is a dingy manufacturing city, with little to see but the immense cutlery establishments. Persons interested in manufactures had better visit it. It contains 150,000 inhabitants, and is about 162 miles from London by the Great Northern Railway. Principal hotels, *Royal* and *Albion*. The principal buildings are the Town-hall, Cutler's Hall, Assembly Rooms, Corn Exchange, and Shrewsbury Hospital. There are also a theatre, music-hall, and public baths.

York contains a population of 40,000. Principal hotel: *Station Hotel*. The *Station Hotel*, connected with the station, is one of the finest and best-kept houses in England. York is finely situated on the banks of the Ouse, in the centre of a beautiful plain. It is very ancient, and is only second in the kingdom in point of rank. York has always held a conspicuous place in all the disturbances of the country, particularly in the War of the Roses. It is said to date back nearly a thousand years before Christ. During the time of



YORK



the Romans, A.D. 150, it was the capital of Britain. It is inclosed by ancient walls supposed to have been erected in 1280 by Edward I. They now form a most delightful promenade around the city. Constantine the Great is said by some authors to have been born here in 272, but all evidence of this fact is involved in obscurity: his father, Constantius, died here in 307. The Romans removed entirely from the island in 430, leaving the Britons at the mercy of the Picts and Scots. These, however, were finally defeated, in a battle near York, by the aid of the Saxons, who immediately turned their arms against those whom they had come to succor, and, after a series of struggles, became masters of the country, and established the Heptarchy. York was the capital of the part called Deira. On the 23d of September, 1066, the battle of Stamford Bridge was fought near York, which preceded by only a few days the landing of William the Norman in England. Here Harold defeated Harfagar, king of Norway, who had invaded England and taken possession of York. Harold entered York in triumph; but, hearing almost immediately of the landing of the Duke of Normandy, he hastened with his forces to meet him, and, nine days after, his triumph at Stamford Bridge lost his crown and life at the battle of Hastings. York was compelled to bow to the conqueror, and was garrisoned by Norman soldiers; but, having thrown off its yoke and massacred the garrison, it was besieged by William, and obliged to surrender on account of famine, when it was razed to the ground. The Cathedral was founded by Edwin, king of Northumberland, in 625, but was principally erected in the 13th and 14th centuries, and, although composed of five different styles of Gothic architecture, such care was taken in uniting the several parts that the whole edifice appeared as one design. It consists of a nave and two aisles, a transept with aisles, a choir with aisles, vestries, chapels, chapter-house, and vestibule. Its length is 524 feet, the second longest in England; length of transept, 222; length of nave, 264; height, 99 feet. At the east end is a splendid window, a work of the 15th century, 75 feet long by 32 broad. The oldest part of the cathedral is the south transept, built in 1246 by Archbishop De Grey, whose tomb is one of the finest

in the church. From Paulinus, who was appointed archbishop of York in 625, down to the present time, York has had no less than ninety-two archbishops. It is also the only city except London which boasts a lord mayor. York Castle, erected by William I., is another object of interest. It is now used as a jail, and includes the courts of law. The only part which retains the appearance of an ancient castle is the keep, or Clifford's Tower, a picturesque ruin overgrown with trees and ivy. Among the objects of interest to be visited at York are the ruins of St. Mary's Abbey, founded in 1094 by three Benedictines on ground granted them by the Earl of Richmond. The abbey-church is the principal of the existing ruins. Near the river is the Hospitium or guest-hall of the ancient monastery. Here are arranged some interesting antiquities found in York and its neighborhood. Near the Hospitium is a Roman cemetery, discovered in 1873 in choosing the route of the Northeastern Railway. Among the public buildings worthy of notice are Guildhall, containing a memorial window to the late prince consort; the Assembly Rooms, Music Hall, and the Museum, which contains various Roman and Saxon remains. York is famous for its cure of hams.

A few miles west of the city is *Marston Moor*, the scene of one of the principal engagements between the armies of Charles I. and the Parliament. Farther to the southeast is the village of *Lorton*, where a sanguinary battle was fought during the War of the Roses.

Scarborough, one of England's most celebrated watering-places, is one hour and a quarter from York, and is well worth a visit. The best hotels are the Grand, Crown, and Royal. Scarborough is, perhaps, a prettier place, as far as scenery is concerned, than either Brighton or Torquay. The last two places are barren and treeless, but here the bluffs are covered with verdure from summit to base, and the bay is equal to

any in Europe, except, perhaps, that of Naples. The beach is superb. A fine terrace, one hundred feet above the level of the sands, forms a delightful marine promenade. A handsome iron bridge, 414 feet in length, connects the dis severed cliffs, and is one of the greatest ornaments of the town. The springs of Scarborough are saline chalybeates; the west and south wells are the most important, and here stands the Spa House, the great place of resort. The whole length of the building facing the sea is covered with a veranda, on which seats are placed, and these are always filled, while a crowd of saunterers in double file are passing each other on the promenade. In the gardens the band plays twice a day, sheltered by an ornamental kiosk much resembling in form the one before the Kursaal at Baden. The walks and terraces in the vicinity of the Spa are every thing that exquisite masonry, macadam, lawn, and flowers can make them. Scarborough Castle stands on a promontory 300 feet above the level of the sea. It was built during the reign of King Stephen by William, Earl of Albemarle. The keep is the only part of the castle remaining: it is a square tower nearly 100 feet in height, with walls twelve feet thick.

ROUTE No. 81.

Derby to Nottingham and Lincoln, by branch line of the Midland Railway. Time, 1 hr. 48 min.; fare, 6s. 3d.

For Derby, see Route No. 80.

Nottingham, situated on the River Lene, about a mile north of the Trent. Hotels, *George and Lion*. It is the centre of the hosiery and glove trade of Notts, Leicester, and Derby. There are, altogether, about 100,000 persons employed. The castle was built by William Peverell, the Conqueror's nephew. Richard II.'s widow, Isabella, lived here with her favorite, Roger Mortimer, until betrayed to Edward III., who found an entrance through a secret pas-

sage in the rock, still called *Mortimer's Hole*, and executed the favorite. Charles I., in 1540, here first hoisted his flag against Parliament, on a hill in the Park, now called Standard Hill. Newstead Abbey, formerly the seat of Lord Byron, is about eleven miles distant from Nottingham.

"Newstead! fast falling, once resplendent dome!
Religion's shrine, repentant Henry's pride!
Of warriors, monks, and dames the cloister'd
tomb,
Whose pensive shades around thy ruins
glide.

"Hail to thy pile! more honor'd, in thy fall
Than modern mansions in their pillar'd state;
Proudly majestic frowns thy vaulted hall,
Scowling defiance on the blast of fate.

"Newstead! what saddening change of scene is
thine!
Thy yawning arch betokens slow decay;
The last and youngest of a noble line
Now holds thy mouldering turrets in his sway.

"Deserted now, he scans thy gray-worn towers—
Thy vaults, where dead of feudal ages sleep—
Thy cloisters pervious to the wintry showers—
These, these he views, and views them but to
weep.

"Yet are his tears no emblem of regret;
Cherish'd affection only bids them flow;
Pride, hope, and love forbid him to forget,
But warm his bosom with impassion'd glow.

"Yet he prefers thee to the gilded domes,
Or gewgaw grottoes of the vainly great;
Yet lingers 'mid thy damp and mossy tombs,
Nor breathes a murmur 'gainst the will of fate.

"Haply thy sun, emerging, yet may shine,
Thee to irradiate with meridian ray;
Hours splendid as the past may still be thine,
And bless thy future as thy former day."

This abbey was founded in the year 1170, and dedicated to the Virgin Mary by Henry II. It continued in the possession of the Byrons until our poet sold it and appropriated the proceeds for the jointure of the Hon. Mrs. Byron. Lord Byron repaired a large portion of this beautiful Gothic structure, but paying more special attention to the inside than the exterior, entirely neglecting the roof, the rain penetrated to the apartments, and in a few years destroyed the elaborate ornaments which his lordship had bestowed upon it. The neat little apartment which Lord Byron used as his study was decorated with a select collection of books, good classic busts, a sword in a gilt case, an antique cross, several skulls, etc. Newstead, formerly in the possession of Colonel Wildman, who improved it greatly, and displayed most exquisite taste and genius upon it, is now the property of Mr. Wil-



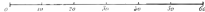
MAP OF GREAT BRITAIN

Engraved for
Harper's Hand-Book

Railroads finished ———
Railroads in progress - - - -

The numbers attached to the different
routes correspond with those in the Hand-
book. Any Route may be found by reference
to the numbers on the Map.

Scale of Miles



Scale pour l'Amérique des 27 de Messieurs Paris



liam Webb. On one occasion, while clearing the lake, a brass eagle was found, in whose breast was concealed the abbey papers, sealed up. This eagle is now in Southwell Church. In the garden, Byron's favorite dog Boatswain is buried, with the well-known epitaph. Three miles further is Annesley Hall, where lived Mary Chaworth, Byron's first love. On a little oak door in the garden-wall marks may still be seen of Lord Byron's balls, who used it for a target. On the line of the Midland Railway, running between Nottingham and Leicester, stands *Loughborough*, 116 miles from London, which carries on an extensive lace and hosiery trade.

Lincoln, the capital of Lincolnshire, and a place of considerable importance under the Romans, is about one hour's distance from Nottingham by rail, and contains 20,999 inhabitants. Hotels, *Great Northern* and *Saracen's Head*. A castle was erected here in 1086 by William the Conqueror, the remains of which are still to be seen in the town. The *Cathedral* is the principal building of interest in the town: it is situated on the summit of a hill commanding a good view of the town, and was first founded during the reign of William Rufus; it was reconstructed under Henry II., and dedicated to the Virgin Mary, and, besides the beauties visible in its choir, screen, Lady-chapel, and circular windows, it contains many fine and interesting monuments. The Great Tom, or celebrated bell of this cathedral, is only exceeded in size by two others in the kingdom—the "Mighty Tom" of Oxford, weighing 7 tons 15 cwt., and the Great Tom of Exeter, which weighs 6 tons. The bell of Lincoln was first cast in 1610, but having cracked in 1627, it was broken and recast with six others into the present bell—weighing 5 tons 8 cwt., 6 feet 10½ inches in diameter—and two quarter bells which were hung in the central tower in 1835. In the cloisters on the north side of the cathedral a Roman pavement is preserved—indeed, the city abounds in Roman antiquities as well as interesting architectural and monastic remains; of these, the Newport Gate is one of the finest specimens of Roman architecture to be found in England. The churches of Lincoln at the time of the Reformation were about fifty in number; they are now reduced to four-

teen, which, together with the ruins of the Bishop's Palace, those of John of Gaunt's Palace, the Chapter-house, Guildhall, and Court-house, are among the remaining objects to be seen at Lincoln.

ROUTE No. 82.

Sheffield to Great Grimsby, via Gainsborough, by rail. Time, 3 hrs. 10 min.; fare, 8s. 2d.

Sheffield, see Route No. 80.

Passing through *Retford*, a town returning two members to Parliament, which carries on a considerable trade in hops and manufacturers' paper, sail-cloth, etc., we reach *Gainsborough*. This town, which consists of one long street running parallel with the River Trent, on the right bank of which it is situated, twenty-one miles above that river's junction with the Humber, contains a population of 6320. Besides a church dating from 1748 and the town-hall, there is an interesting ancient building called the Old Hall, formerly surrounded by a moat, and composed of oak-timber framing. The river admits vessels of from 150 to 200 tons, by means of which a considerable inward and coasting trade is carried on.

Great Grimsby is an hour and a half distant from Gainsborough by rail. It is an ancient town of some importance, which formerly went by the name of Gryme, and which was able to furnish 11 vessels and 170 mariners to Edward III. for his expedition against Calais. The town now contains 15,060 inhabitants, and carries on a considerable trade by means of the River Humber, near which it is situated. Warehouses and timber-yards are numerous, and the new docks, commenced in 1849, are very fine. The principal church is that of St. James's, with a beautiful steeple and some ancient monuments.

Great Grimsby is connected with Peter-

borough by the East Lincolnshire Railway, running through Louth and Boston.

Louth is a town of 10,560 inhabitants, situated on the River Ludd, and carries on an export trade in corn and wool. Carpets, blankets, rugs, soap, and paper are also manufactured. In addition to the session house, guildhall, and assembly rooms, there is a fine church (St. James's), possessing an elegant tower and spire 288 feet in height.

Boston contains 17,893 inhabitants. It derives its name from St. Botolph's Monastery, built here in 654, and destroyed by the Danes in 870. St. Botolph's Church, built in 1309, is the principal object of interest. It is a spacious building, measuring 245 feet in length and 98 in width, with a tower visible at sea for nearly forty miles; this tower has a lantern-shaped top, and is about 300 feet high. Boston carries on a considerable trade in timber, hemp, tar, and iron; it is connected by means of canals with Derby, Nottingham, Gainsborough, and Lincoln, and has railway communication with all parts of the kingdom.

ROUTE No. 83.

London to Edinburgh, via Berwick-upon-Tweed, through Doncaster, Leeds, Durham, and Newcastle, by rail. Time, 9 hrs. 30 min.; fare, £3 10s.

For distance from London to Doncaster, see Route No. 79.

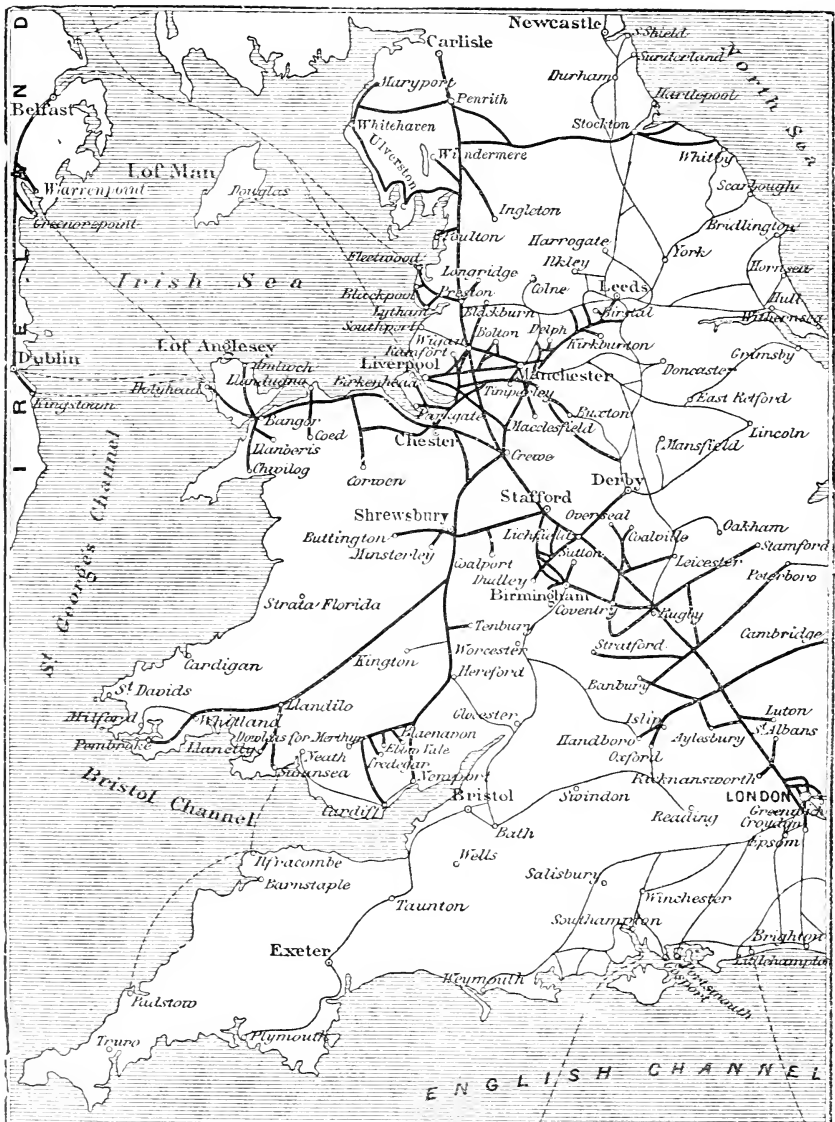
Leeds, the principal seat of woolen manufacture in England, and the fifth town in size and commercial prosperity, is about eleven miles from Bradford. It is beautifully situated on the banks of the Aire, and contains nearly 236,000 inhabitants. The principal hotels are the *Great Northern* and *Queen's*. Leeds is irregularly built, and the streets are narrow and crooked. Besides the production of woolen goods, Leeds has many large establishments for

flax-spinning, with glass-house, potteries, and factories for making steam-engines. One of the most interesting sights here is a view of the cloth-halls on market-days. The Town-hall is one of the finest buildings: it includes the Assize Courts and the great hall, one of the largest rooms in the kingdom, capable of holding 8000 persons. In the centre of the room is a statue of the queen in white marble. There is also a fine organ and a bronze bust of the Duke of Wellington. The building was opened by the queen in 1858 on her visit to Leeds. Near Leeds are the ruins of Kirkstall Abbey, which will well repay a visit. The abbey was founded in the 12th century by Henry de Lacy for monks of the Cistercian order. The tower, doorway, and other remains are covered with ivy. Twenty-one miles from Leeds is the village of *Haworth*, the place of residence of Charlotte, Anne, and Emily Brontë, authoresses of "*Jane Eyre*," "*Villette*," "*Wuthering Heights*," etc.

North Allerton is passed before reaching Durham. Near this town the celebrated battle of the Standard was fought in 1138, when David, King of Scotland, and his forces suffered defeat.

Durham stands on a rocky eminence nearly surrounded by the River Wear. Population 14,088. This city is principally visited for its *Cathedral*, one of the finest in England. A church was first built on the site of the cathedral, at the end of the 10th century, by the monks of Lindisfarne, who rested here with the remains of St. Cuthbert. The present building was begun in 1093, and is built chiefly in the Norman style. It is in the form of a cross, 420 feet long and 92 high. Durham Castle was first built by William the Conqueror, and has been until recently the residence of the Bishops of the Palatinate. It consists of a large, solid keep, and a great hall 180 feet in length. It is now occupied by the University, which was opened in 1832. About a mile west of Durham is Neville's Cross, where David Bruce was defeated in 1346.

Ripon is 24 miles from Leeds. Hotels, *Unicorn*, *Crown*, and *Anchor*. The great object of interest in Ripon is the *Cathedral*, the first stone of which was laid in 1331; the building was not finished, however, until more than a century later. Under



MAP OF THE
LONDON & NORTH WESTERN RAILWAY
 and its communications

the cathedral is a small Saxon chapel, called St. Wilfrid's Needle, after the founder of the original minster. Three miles and a half from Ripon are *Studley Royal* and *Fountain Abbey*, the property of Lord De Grey and Ripon. The latter is perhaps the finest ruin in England, covering two acres of ground, though it formerly extended over ten acres. The abbey was erected in 1132 by monks of the Cistercian order; eight years later it was burned down, but was speedily rebuilt, and became one of the wealthiest monasteries in the kingdom. The tower and the walls, built in the Gothic style, are still standing, the roof alone having gone to ruin. The domain of Studley is open to the public every week-day until five o'clock. The house contains a fine collection of paintings. At Newby Hall, also the property of the Earl De Grey, four miles from Ripon, there is the finest private collection of statuary to be seen in the United Kingdom.

Newcastle-upon-Tyne is situated on the north bank of the River Tyne, about ten miles above its mouth. It has a population of 145,228. This place derives its origin from the Roman station Pons Æii, the second from the eastern extremity of Hadrian's Wall. It was called Monkchester before the Conquest, owing to the number of its monasteries. The castle erected here by Robert, son of William the Conqueror, gave it its present name. Along the banks of the river, where most of the business is carried on, the streets and houses are dim and dingy, but in the centre of the town all this has been swept away, and magnificent streets and squares have been erected in their place. This great change is owing to Mr. Grainger, a native of the town. Newcastle is chiefly occupied in the shipment of coals, of which three millions of tons are shipped annually. Newcastle has been the scene of many interesting events: David I. of Scotland made himself master of the town during the reign of Stephen; in 1292, John Baliol did homage here to Edward I. for the crown of Scotland; and during the reign of Edward II. an attempt was also made here to establish a permanent peace between England and Scotland. The principal buildings of interest are the Exchange, Guildhall, Post-office, and the Market-house, 240 feet long, and said to

be the finest in the kingdom. Of the churches, St. Nicholas's, a Gothic cross with a beautiful spire, and St. Andrew's, of Norman architecture, are the finest. Of the old castle, the keep, 80 feet high, now used as a prison, and the beautiful Norman chapel, still remain. Gateshead, on the opposite bank of the Tyne, is a suburb of Newcastle. They are connected by the High-Level Bridge, a splendid iron structure 1400 feet long, the work of Robert Stephenson.

A short distance out of our route to Berwick is *Alnwick Castle*, the residence of the Duke of Northumberland. This building belonged to a Saxon baron, slain at the battle of Hastings, and has been in the possession of the Percy family since the beginning of the 14th century. The building has lately been restored and fitted up in the most magnificent style. In the grounds, which are very beautiful, are the ruins of two ancient abbeys, Alnwick and Hulme, the former founded in 1147, the latter in 1240. Six miles distant are the ruins of *Warnworth Castle*, also belonging to the Percy family. This building is very large, and the walls in many places entire. The famous hermitage, where one of the Bertrams of Bothal-Bothal passed his life in penance for the murder of his brother, is half a mile distant.

Berwick-upon-Tweed, sixty-three miles from Newcastle, stands on the border of England, and during the Border Wars was continually taken and retaken both by Scotch and English. It was made independent of both countries by Henry VIII. Here Baliol was crowned King of Scotland by Edward I., and here also he shut up the Countess of Buchan for six years, in a wicker cage.

Edinburgh is reached from Berwick in 1 hr. 35 min., and Glasgow in 3 hrs. 30 min.

ROUTE No. 84.

London to Liverpool and Manchester, via Rugby, Stafford, and Crewe, by rail from Euston Square and the London and North-

western Railway to *Liverpool* in 5 hours; fare, £1 15s.; to *Manchester* in 4 hrs. 40 min.; fare, £1 12s. 6d.; *Crewe* to *Manchester*, 50 m.; thence to *Liverpool*, 65 m.

Rugby is principally famous for its grammar-school, founded during the reign of Elizabeth by Lawrence Sheriff. It has since become one of the finest in the kingdom, owing principally to the exertions of the late celebrated scholar, Dr. Arnold. A mile and a half from *Rugby* is *Bilton Hall*, formerly the residence of Addison. Addison's Walk, a long avenue in the garden, was so called from having been his favorite promenade. *Three hours to Liverpool.*

Coventry, about twelve miles from *Rugby* (out of our direct route), is a city of great antiquity. Population 41,647. *Coventry* takes its name, like *Covent Garden* in London, from a monastery founded by Leofric the Saxon, and his wife Godiva, in the 11th century. The story is well known of Godiva's riding naked through the town to take away a heavy tax from the people. The Miracle Plays were acted here by the Gray Friars at the feast of Corpus Christi, and were often witnessed by Henry VI. *Coventry* carries on a large trade in watches and ribbons, of which it is the seat of manufacture. Hotels: *King's Head* and *Castle*. *Two and a half hours to Liverpool.*

Birmingham, 35 minutes on; see R. 85.

Tamworth, next important place; see R. 87.

Stafford, a long, straggling town, about 132 miles from London, has a population of 12,532. It is principally noted for its manufacture of boots and shoes. There are two ancient churches, *St. Mary's*, in the early Gothic style, and *St. Chad's*, which is principally Norman work. The castle was built in 913, by Ethelfleda, daughter of Alfred the Great; a part of the ancient keep may still be seen at *Stafford Castle*, the seat of Lord *Stafford*.

Stockport, the next place of any importance, is chiefly noted for its cotton manufactories. There are between fifty and sixty factories in and around the town; *Marsland's*, one of the largest, is 300 feet long, and has six hundred windows.

Crewe, 166 miles from London, is entirely a town of modern growth, with a population of from 5000 to 6000, composed chiefly of railway officials belonging to the London and Northwestern Railway, who have here, in addition to one of the largest junc-

tions in the world, an immense establishment for the fabrication of every thing necessary on the railways. The town derives its name from *Crewe Hall*, the seat of Lord *Crewe*, situated at a short distance from the station. *Station Hotel*.

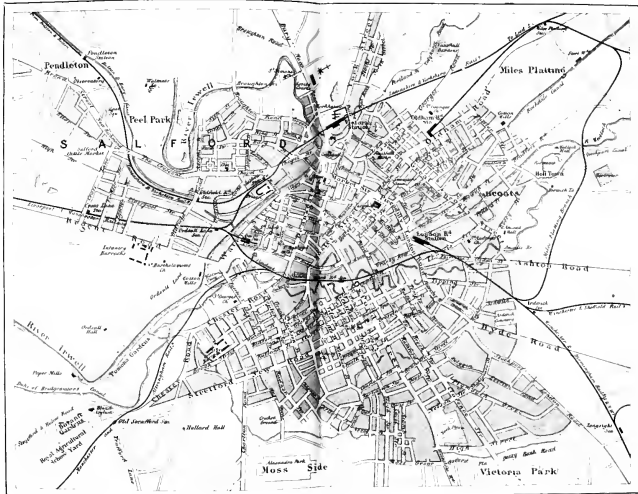
Manchester, the great cotton capital; 366,836 inhabitants, with its suburb *Salford*. Hotels, *Queen's* and *Grand*.

Manchester is situated on the River *Irwell*, an affluent of the *Mersey*, and is connected with *Salford* by six bridges. One of them, the *Victoria*, is very handsome. It contains many interesting buildings, the principal of which are the Cathedral Church of *St. Mary's*, an ancient Gothic structure containing numerous monuments, with several chapels highly ornamented. *St. Mary's Chapel*, and that of the *Derby* family, are most deserving of notice. The *Exchange*, *Town-hall*, *Museum of Natural History*, *Commercial Rooms*, and *New Bailey Prison*, all deserve particular attention. The *Botanical Garden*, and *Peel* and *Victoria Parks*, are the principal places of recreation for the inhabitants. The great lions of the place are the immense cotton mills, which send out yearly 125,000,000 lbs. of manufactured cotton goods. Every branch of the cotton manufacture is here carried on to an enormous extent. Iron and brass founderies are also numerous.

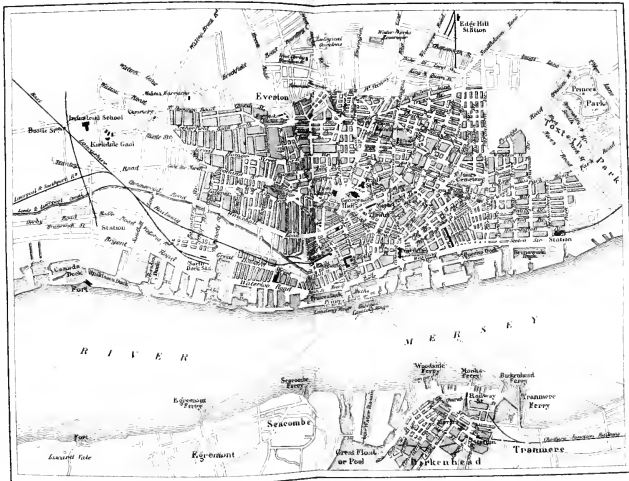
Liverpool is situated on the River *Mersey*. It is the second city in the kingdom, and contains about 552,425 inhabitants. Principal hotels: *Adelphi* and *North Western*. The *Adelphi* has been entirely rebuilt, and is now one of the largest in England, and retains a name not surpassed by any house in Europe; it is situated in the most fashionable quarter in *Liverpool*, and admirably managed by Mr. *Ludlow*. *Liverpool* is noted for the magnificence of its docks, which are constructed on a most stupendous scale, covering, with the dry-docks, 200 acres, with 15 miles of quays.



MANCHESTER



LIVERPOOL



Nearly one third of its trade is with the United States. The cotton which formerly arrived here annually amounted to 2,500,000 bales. The principal buildings of Liverpool are the Assize Courts, Custom-house, St. George's Hall, Exchange, and Town-hall, which is a fine Palladian building surmounted by a dome supporting a statue of Britannia. It contains statues of Roscoe and Canning by Chantrey; also a number of portraits. In front of St. George's Hall stands a fine statue of Lord Beaconsfield. A Free Library has been erected by Sir William Brown. In the square at the Exchange is a monument in bronze, executed by Westmacott, in honor of Nelson, representing the dying hero receiving a naval crown of victory, and an enemy prostrate and crushed beneath his feet. At the junction of London Road and Pembroke Place there is a magnificent equestrian statue of George III. by the same artist. The Collegiate and Mechanics' Institutions of Liverpool are highly important educational establishments, and there are several others for the encouragement of art and science. The Derby Museum and Philharmonic Hall are well worth a visit.

St. James's Cemetery, very elegantly planned, is located behind St. James's Walk. It was formed out of a quarry of white stone. Near the entrance is a pretty little chapel containing some fine sculpture. A monument has been erected over the remains of Mr. Huskisson, with a fine white marble statue of deceased habited in a toga. Religious worship exists here in almost every form. There are a number of charitable institutions, many of them of a religious character. There are six theatres in Liverpool in addition to the Amphitheatre and Assembly Rooms. The Wellington Rooms, at Mount Pleasant, are large and finely arranged. A drive should be taken through the Prince's, Newsome, Stanley, and Sefton parks.

The best and quickest routes from Liverpool to the principal ports of Europe, Asia, Africa, and America:

Liverpool to Cork, Ireland (daily); time, 26 hours; fare about £5 25.

Liverpool to Dublin (daily); time, 9 hours; fare, £3 37½.

Liverpool to Londonderry (several times each week); fare, £3 12½.

Liverpool to Sligo, calling at Portrush to visit the Giant's Causeway (weekly); fare, £3 12½.

Liverpool to New York: by the Inman Line, £75; Cunard Line, £130, £100, and £80; National Line, £65, £75, and £85; Guion Line, £80; White Star Line, £80. Average time, 10 days. Several of these lines dispatch two ships weekly.

Liverpool to Quebec; time, 10 days; fare, £94 and £63.

Liverpool to Philadelphia (weekly).

Liverpool to Baltimore and Norfolk (monthly); fare, £94 50.

Liverpool to Belfast, Ireland (daily); time, 10 hours; fare, £3 12½.

Liverpool to Bangor and the Menai Bridge (several times each week).

Liverpool to Gibraltar, Malta, and Algiers (weekly); fare to Gibraltar, £40; Malta, £60; Algiers, £75.

Liverpool to Constantinople (several times per month), *via* Gibraltar; time, 23 days. This line (Burns and MacIver's) also dispatches steamers to *Palermo, Messina, Corfu, Patras, Ancona, Trieste, and Venice*, several times each month, *via* Paris and Marseilles; time, 9 days.

Liverpool to Alexandria, Egypt (weekly), *via* Gibraltar; fare, £75.

Liverpool to Bordeaux (weekly); fare, £17 50.

Liverpool to Boston (weekly—Cunard's); fare, £110.

Liverpool to Bristol (weekly); time, 28 hours; fare, £3 12½.

Liverpool to Douglas, Isle of Man (daily); time, 5 hours; fare, \$1 50. This island, situated in the Irish Sea, contains about 500 square miles, and 43,000 inhabitants. Principal places, *Douglas, Castleton, and Mantogne*. It was for a long time in the possession of the Earls of Derby, then the Dukes of Athol, but was purchased by the English government in 1765. It produces lead, iron, slate, vegetables, and has extensive herring fisheries.

Liverpool to the Isle of Whithorn; fare, £2 50.

Liverpool to Rio Janeiro (1st, 12th, and 20th of each month).

Liverpool to St. Johns, Newfoundland (monthly).

Liverpool to San Francisco, via the In-

man Line of steamers and those of the Pacific Mail Steam-ship Company (weekly).

Liverpool to the West India Islands (on the 20th of each month).

Liverpool to Valparaiso, by the Pacific Steam Navigation Company; stopping at Bordeaux, Lisbon, Rio Janeiro, Montevideo, Arica, Islay, and Callao (every week); time, 33 days.

Liverpool to the Principal Towns on the West Coast of Africa (monthly), by the African Steam-ship Company's Line.

Liverpool to Yokohama, by the Pacific Steam-ship Company (twice a week); and *via Trieste* by the Austrian Lloyd's steamers to Alexandria; to Suez by rail, and *via the Peninsular and Oriental steamers* to Aden, Point de Galle, Calcutta, and Hong Kong; fare, \$560.

Steam-ship Companies' Addresses. — *Cunard*, D. & C. MacIver, 8 Water Street; *White Star*, Ismay, Imrie, & Co., 10 Water Street; *Jamun*, William Inman, 22 Water Street; *American*, Richardson, Spence, & Co., 17 Water Street; *Anchor*, 17 Water Street; *National*, 23 Water Street.

ROUTE No. 85.

London to Liverpool, via Reading, Oxford, Leamington, Stratford-on-Avon, Warwick, Birmingham, Shrewsbury, Chester, and Birkenhead, by rail from Paddington. Time, 5 hrs. 25 min.; fare, £1 9s. Distance, 229 miles.

Departures: Paddington, 4.45 P.M.; *Oxford*, arrival, 6.3; *Leamington*, 6.58; *Birmingham*, 7.27; *Wolverhampton*, 7.49; *Shrewsbury*, 8.32; *Chester*, 9.35; *Birkenhead* (ferry), 9.53; *Liverpool*, 10.10 P.M.

Twenty-one miles and a quarter from London we pass *Windsor*, already described in Route No. 72.

Five miles from Windsor is *Stoke Pogis*, where resided William Penn, the founder of Pennsylvania. Here also lived and is buried the poet Gray. The church-yard is the scene of his "Elegy written in a Country Church-yard," well known to all readers.

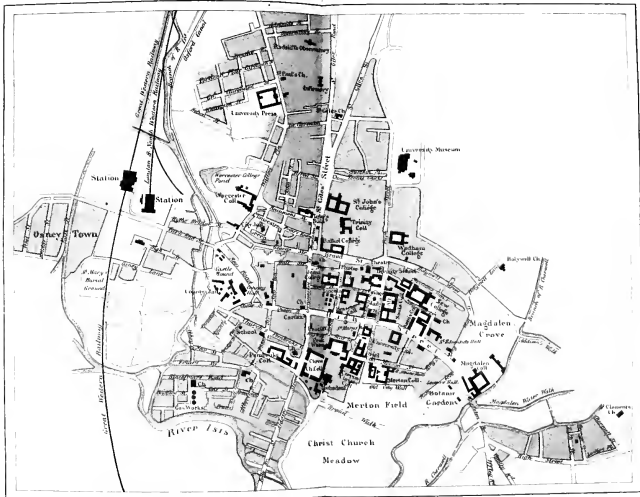
Eton, noted for its college, and for the many celebrated men who received their education there, lies on the north bank of the Thames, immediately opposite Windsor. Hotels, *Great Western* and *George*. Eton College was founded in 1440 by Henry VI. The total number of scholars

amounts usually to about 850. The library contains a very valuable collection of books, and a fine assortment of Oriental MSS. In the ante-chapel is a marble statue of the founder, in his royal robes, and another of bronze in the principal court. Many of England's great men were educated here; among others, we may mention the famous Earl of Chatham, Boyle, West, Fox, Canning, Hallam the historian, and the Duke of Wellington.

Reading, the capital of the county of Berkshire, is a place of great antiquity, having existed in the time of the Saxons. Principal hotel, *Great Western*. It was taken by the Danes in the 9th century, after they had defeated Alfred the Great. The town is situated at the junction of the Thames and Kennet, and has a population of 25,045. Of the Abbey, founded by Henry I. in 1125 to atone for putting out his brother Robert Curthose's eyes, only a Norman gate and part of the outer walls are left. Archbishop Laud, Merrick the poet, Addington the premier, and Lord Chancellor Phipps, were all Reading men, and were educated in the grammar-school. Across the river, at a little distance, stood Old Caversham House, in which Charles I. was confined after the affair of Holmby.

Oxford is beautifully situated at the confluence of the Cherwell, Thames, and Isis. Pop., 31,404. There are two very good hotels, the *Randolph* and the *Clarendon*. This place is of very remote antiquity, and is the seat of the most celebrated university in the world. It possesses no manufactures of importance, and is chiefly dependent on the University, which consists of twenty colleges, and six halls for the residence of the students. Pupils are received at any age in the halls, but they must be over eighteen years before entering the colleges. The colleges are principally situated on the main street, which, with the churches, other public edifices, and trees, presents as agreeable and imposing an appearance as any street in the world. The names of the colleges are University, Merton, Baliol, Exeter, Oriel, Queen's, New College, All Souls', Lincoln, Magdalen, Corpus Christi, Brazenose, Trinity, Jesus, St. John's, Christ Church, Pembroke, Wadham, Keble, and Worcester. It is said that University College was found-

OXFORD



ed by Alfred the Great, who resided here. Baliol College comes next in antiquity. Christ Church College, the largest and most magnificent (250 pupils), owes its foundation to Cardinal Wolsey, 1524. The hall is one of the finest in the kingdom, and contains a large collection of portraits. The bell, called "Great Tom," weighs 17,000 lbs. At ten minutes past nine every night it strikes 101 strokes—that is, as many as there are students on the foundation. The total number of students at the University at present is about 2411.

The *Bodleian Library*, founded by Sir Thomas Bodley in the 16th century—considered the finest collection in Europe—is next in size in England to the British Museum; contains 240,000 volumes. There is also a picture-gallery here.

The schools containing the Arundelian Marbles and Pomfret Statues are connected with the University. In the Museum are many interesting antiquities and relics, Guy Fawkes's lantern among the number. The gardens belonging to the colleges are extremely beautiful; and the lovely promenades of Christ Church Meadows and Magdalen Walks are of great extent and beauty. Ridley, Latimer, and Cranmer were burned at Oxford in front of Baliol College during the reign of Bloody Mary. A most beautiful monument was erected near the spot. This city suffered much during the ravages of the Danes. Edmund Ironsides was murdered here. It was the residence of Canute; and his son, Harold Harefoot, was crowned and died here. It was stormed in 1067 by William the Conqueror; and part of the same castle that was erected by him is now used as the county jail. It was the favorite residence of Henry I., who built a palace here. Henry II. also resided here, during which time his son, the valiant Richard Cœur de Lion, was born. Oxford contains a very fine theatre, designed and erected by Sir Christopher Wren.

From Oxford an excursion of nine miles should be made to *Blenheim*, the magnificent residence of the Duke of Marlborough. This building was erected during the reign of Queen Anne, Parliament granting half a million for the purpose. It contains a fine library and collection of pictures. The proprietor of the *Clarendon* has good sta-

bles, and will provide carriages for the excursion.

The Duke of Marlborough's residence is one hour's distance by carriage from the town. This earthly paradise was erected during the reign of Queen Anne, and presented by the British nation to the great Duke of Marlborough after his victory at Blenheim, Parliament voting £2,500,000 for that purpose. The park, consisting of 2700 acres, is filled with flocks of sheep and herds of deer, and is considered the most glorious domain the sun ever shone upon. The immediate grounds surrounding the palace, which is situated near the borders of a lovely lake, are filled with trees, plants, and flowers from every quarter of the globe, the whole embellished with lovely walks, fountains, and waterfalls. In the centre of the lawn stands a Corinthian pillar, 130 feet high, surmounted by a statue of the duke. On the pedestal are inscribed his public services, written by Lord Bolingbroke. The principal front of the building is 350 feet long. The interior is magnificently finished, and contains a fine collection of sculptures and paintings: among the latter are some of Titian's and Rubens's masterpieces. The library is 200 feet long, and contains nearly 18,000 volumes.

About eight miles from Oxford is situated the ancient town of *Woodstock*. It contains 8000 inhabitants. Hotel, *Bevr*. This town, noted for its manufacture of gloves, was long the residence of Henry II., and also the fair Rosamond. Edward I. held a Parliament here in 1275. It was also the birthplace of the illustrious Black Prince. It contains a handsome town-hall.

Thirty-five miles from Woodstock and one hundred and six from London is the watering-place of *Leamington*, a place of great resort, and noted for its medicinal springs. We would advise travelers to stop here and make their excursions to Warwick and Kenilworth. The *Regent* is the best hotel in Leamington. Mr. Bishop, the proprietor, has fine horses and carriages for making the excursions in the neighborhood. Population 16,000. The mineral waters are very efficacious in diseases of the skin. The environs are particularly interesting. The town contains assembly rooms, ball-rooms, magnificent pump and bath rooms,

reading and library rooms, a museum, picture-gallery, and theatre.

The views of the *Castle of Kenilworth* are the most splendid and magnificent in the United Kingdom. They are only five miles from the town of Leamington, and a day may be well spent in their examination. Sir Walter Scott has immortalized their ivy-covered, "cloud-capped towers" in his novel of the same name, which every one who has not read should do before he visits this glorious ruin. The castle was founded by Geoffrey de Clinton, lord chamberlain to Henry I. Henry III. gave it to the famous Simon de Montfort, Earl of Leicester. After this nobleman took up arms against the king, it was the favorite resort of his insurgent friends. After the earl had fled to France, the rebels held out six months against the entire forces of the kingdom. Edward II. was imprisoned here. In the reign of Edward I., the Earl of Leicester held a tournament here, which was attended by one hundred knights and their ladies. In the reign of Edward III. it came into possession of the famous John of Gaunt, Edward's third son, who bequeathed it to his son Henry Bolingbroke, afterward Henry IV., after which it remained the property of the crown until Elizabeth presented it to her favorite, Dudley, Earl of Leicester, who entertained the virgin queen here in 1566, 1568, and 1575.

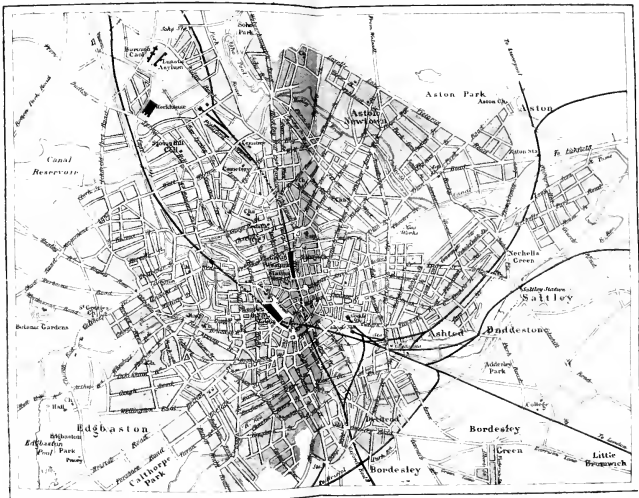
The "royal progress" of Queen Bess is described by Scott. It is said that Leicester spent \$85,000 in seventeen days' entertainment, which is equivalent to half a million at the present time. The castle was plundered by the soldiers of Cromwell. After the Restoration, it was presented to Sir Edward Hyde by Charles II., who also created him Earl of Clarendon and Baron of Kenilworth, in whose family it has remained to the present day.

Two miles to the west of Leamington is *Warwick*, situated on the east bank of the Avon. It is principally noted for its historical associations and famous ancient castle, the magnificent residence of the Earl of Warwick. The principal object of interest in the town is the Church of St. Mary's, which contains many magnificent monuments; that of Richard Beauchamp, Earl of Warwick, next to the monument of Henry VII., in Westminster Abbey, is considered the finest in England. Here is

also the monument of Elizabeth's favorite, Dudley, Earl of Leicester. On a mighty rock, at the base of which flows the Avon, is situated the celebrated *Castle of Warwick*, protected by embattled walls and stupendous towers, covered without with ivy, and within with frescoes and elegant paintings. It is at the present time, notwithstanding its antiquity, considered one of the most magnificent places in the kingdom. The exact date of its erection is unknown; the most ancient part of the structure being Cæsar's Tower, 148 feet high. Within every thing is on the grandest scale; the principal suite of apartments extends 334 feet in a straight line, and is filled with paintings and other works of art; in the armory many curious relics are shown. The views from Guy's Tower, 128 feet high, erected in 1394, are very fine. The celebrated antique vase found in the Emperor Adrian's villa at Tivoli, and known as the "Warwick Vase," may be seen in the greenhouse; it is capable of holding one hundred and sixty-eight gallons. Guy's Cliff should be visited: it is only a short distance from the castle: here the famous Earl Guy and his wife are buried.

Stratford-on-Avon, celebrated as the birthplace of William Shakspeare, lies eight miles southwest of Warwick. Principal Hotel, *Red Horse*, where the traveler may well put up for a day or two. This house is known as the Washington Irving Hotel, that author having stopped here. In the parlor is a chair with his name engraved on a brass plate; also his *poker*, Geoffrey's sceptre, to which he alludes in his Sketch-book. The house in which the "immortal bard" was born has been purchased by subscription, and a memorial building and theatre erected. The room in which the poet is said to have been born is in its original state. There are deeds in the museum (situated in the house, admission sixpence) which prove that his father resided in this house. In one of the upper rooms is the "Stratford portrait" of the author, and it is of undoubted authenticity, having been in Mr. Hunt's family for over a century. Among the leading relics in the museum we enumerate the following: Deed made in 1596, proving that John Shakspeare, father of the poet, resided in the house called the Birthplace; the celebrated Letter from Mr. Richard

BIRMINGHAM



Quyne to Shakspeare, in 1598, asking for a loan of £30, the only letter addressed to Shakspeare known to exist; the Declaration of Uses relating to New Place and other Shakspearian property, 1647; Susan Hall, daughter, and Elizabeth Nash, granddaughter to the poet, are parties to this deed; Shakspeare's gold Signet Ring, with the initials W. S. and a true-lover's knot between; ancient Desk, said to have been Shakspeare's, removed from the Grammar-school; Cast (considered to be the best) from the bust in the chancel, by Bullock: two only were taken; the old Sign of the Falcon at Bedford, where Shakspeare is said to have drunk too deep; Model in plaster of Shakspeare asleep under the crab-tree, by E. Grubb; Shakspeare's Jug, from which Garrick sipped wine at the Jubilee in 1769; a Phial, hermetically sealed, containing juice from mulberries gathered from Shakspeare's mulberry-tree: the tree was cut down in 1758; Specimen from an original copy of "The Merry Wives of Windsor;" a Sword of Shakspeare's, formerly in the possession of Alderman Payton, besides numerous portraits of the poet.

We notice a tribute to Shakspeare in the following verse, written by Lucien Bonaparte during his visit to the spot, and which hangs framed in the Museum:

"The eye of genius glistens to admire
How memory hails the sound of Shakspeare's lyre;
One tear I'll shed to form a crystal shrine
For all that's grand, immortal, or divine."

The church in which Shakspeare's remains are preserved is delightfully situated on the banks of the Avon, and is approached by a fine avenue of lime-trees. In the chancel is a bust of the poet, in front of which he and his wife are buried. There is a fine statue of Shakspeare in the Town-hall in High Street. There are also, in the same hall, excellent portraits of Shakspeare, Garrick, and the Duke of Dorset. About one mile from the town is the cottage of Anne Hathaway: it is a most interesting specimen of an English farm-house of the 16th century. Here it is believed Anne Hathaway was born, whom Shakspeare married in 1582, when he was only eighteen years of age.

Birmingham from London by N.W. R'y; time, 2 h. 10 m.; by Gt.W. R'y; time, 2 h.

42 m. Population (1881), 400,757. *North Western and Great Western Hotels.* Birmingham is exclusively a manufacturing and commercial city, situated midway between Liverpool and London, and is the great seat of the hardware manufacture, which consists of every description of steel or iron goods, from the largest kind of fire-arms to the smallest metallic articles required for use or ornament. The general appearance of Birmingham is any thing but prepossessing, most of the town being occupied by the artisan population, and there are but few public buildings. The principal are the Town-hall, a splendid Corinthian edifice, and the Gothic grammar-school. Some of the banks and the theatre are deserving of notice.

Wolverhampton, the next town of importance on our route, contains 68,000 inhabitants. This is one of the oldest towns in the county of Stafford, a monastery having been founded here as early as A.D. 659, by Wulfhere, the first Christian king of Mercia. Hotels, *Star and Garter* and *Swan*. This town is an important trading emporium, and presents a decidedly manufacturing aspect; besides being the centre of the lock trade, tin and iron goods, papier-maché and japanned articles are manufactured, and there are also extensive chemical and galvanizing works. The Church of St. Peter, near the market-place, is the principal building of interest. It was begun during the reign of Edward III., but parts—the tower and consistory—were not completed until the end of the 15th century. Notice within the church the west window, dedicated to the memory of the late Duke of Wellington; also a stone pulpit, richly sculptured with a grotesque animal at the foot of the staircase, dating from 1480. The Exchange, Library, Theatre, St. George's Hall, Agricultural Hall, and Market-hall are among the principal public buildings. An equestrian statue of Prince Albert, by Thornycroft, occupies the centre of the market-place, where a Russian cannon formerly stood. The inauguration was personally attended by Queen Victoria in November, 1866.

Shrewsbury is a highly picturesque old town, with narrow, irregular streets and ancient buildings, and is surrounded on three sides by the Severn. It is about 100 miles from Bristol, and contains a popula-

tion of 22,163. Hotels, *Lion and George*. Among the principal buildings are the Town-hall, the Market-house, the County Hall, the Church of the Holy Cross, and the Grammar-school, founded by Edward VI. There is a delightful promenade along the banks of the Severn called St. Chad's Walk, or the Quarry. The river is crossed by two fine bridges. Four miles from Shrewsbury, at Battle-field Church, is the spot where the famous battle took place between Hotspur and Henry IV. in 1403. The ruins of Haughmond Abbey, founded in 1100, should also be visited.

Chester, the ancient cathedral city. Hotel: *The Grosvenor*. The *Grosvenor* is a beautiful house, finely situated in the centre of the city, and one of the best hotels in England. Chester is beautifully situated on an elevated bank of the River Dee. It is supposed to have been founded by the Romans. It is completely surrounded by a wall of two miles in circuit, at present used as a promenade, from which a delightful view may be obtained. Many remains of Roman antiquities have been dug up in the vicinity of Chester. Several Roman crypts have also been discovered under the houses of Chester. One of these is situated under the establishment of Roberts & Co., Watergate Street, wine merchants, and used by them as a wine-cellar. The date of the crypt is about 1180. Another may be seen under the house of Syrton & Groome. The great novelty of the town of Chester is its angular-looking houses, with sidewalks for foot-passengers on their roofs; these are covered with galleries, for the purpose of protecting the promenader from the rain. At the cross-streets, however, you have to descend and ascend each time. The carriage-way of the principal streets is sunk several feet below the original level. The Cathedral is a venerable structure. It was built on the site of an ancient Saxon monastery. It has been recently much restored, and well deserves a visit. The castle is the principal object of attraction. It was erected in the time of William the Conqueror: part of it is now used as an armory, barracks, and county jail. The armory contains a very large collection of modern firearms.

Eaton Hall, the residence of the Duke of Westminster, is a beautiful Gothic build-

ing, three miles from Chester, and contains some magnificent paintings.

Chester is the centre of numerous important lines of railways, the principal of which are the London and North-western (5 hrs. 20 m. from London); the Great Western 4 hrs. 50 m.); and the Chester and Holyhead, 84 miles from the latter, which is connected with Dublin by powerful steam packets. By this road you cross the *Tubular Bridge* over the Menai Straits.

Birkenhead, 15½ miles distant from Chester, has become within the last twenty years an important and flourishing seaport town. Its population, which in 1831 amounted to but 2599, had increased in 1861 to 51,649. Handsome and extensive docks have been constructed, capable of receiving vessels of the largest class, and the line of quays extends for about ten miles. Being essentially a modern town, Birkenhead contains few public buildings of interest: the streets are regularly laid out, with solid, well-built houses, and Hamilton Square is as fine as any in the kingdom. To the northwest of the town is Birkenhead Park, consisting of 180 acres of land, which has been entirely converted from swampy ground into most charming walks and drives at a cost of £600,000. Liverpool is reached from Birkenhead in 5 minutes. Steamers leave from Monks' Ferry on the arrival of trains; and from Woodside, stage every ten minutes. Ferry-boats cross the Mersey every 5 minutes to Liverpool (fare, 1d.), landing passengers at the foot of Water street, whence cabs, omnibuses, and horse-cars to all the hotels; cab fare, 1s.

Liverpool, see Route No. 84.

ROUTE No. 86.

Derby to Manchester, via Ambergate, Rowsley (Chatsworth Station), Buxton, and Stockport, by rail. Time to Stockport, 1 hr. 40. min.

At Ambergate Junction, reached 30 minutes after leaving Derby, a line branches off to Matlock and Rowsley.

Matlock, a watering-place of much interest, is situated on the Derwent River, and enjoys a pure and bracing climate. Hotel: the *New Bath Hotel*, in delightful

grounds, and commanding a fine view of the surrounding scenery. Mineral baths, etc. The waters are good for indigestion. Rocks rise in many places perpendicularly from the water to a height of three hundred feet, while at others the banks are thickly lined with trees, through which most delightful walks may be taken; indeed, the superb scenery of the neighborhood affords an additional attraction to the already much frequented mineral springs. There are numerous caverns in the vicinity, which, with the mines and petrifying wells, will repay a visit of several days. Of these caverns the Rutland is the largest, and the Devonshire is remarkable for its flat roof and perpendicular sides. In the Sidemine is a grotto where crystallizations of calcareous spar of great beauty may be seen, while in the Speedwell mine are numberless stalactites and spars.

From Matlock we proceed to *Rowsley Station* in order to visit *Chatsworth*. Stop at the *Peacock Inn* at Rowsley, a most lovely spot, where visitors will find every comfort and accommodation. Good post-horses and carriages are supplied in order to visit *Chatsworth* and *Haddon Hall*, and to make other excursions in the neighborhood.

Chatsworth, the magnificent residence of the Duke of Devonshire. This is considered the finest place belonging to any private individual in the world, and is most certainly the finest in England. William the Conqueror gave this vast domain to his natural son, William Peveril. In the reign of Elizabeth it was purchased by Sir William Cavendish. The first Duke of Devonshire commenced the present building in 1706. The park belonging to the palace comprises 2000 acres, in which, it is said, there are over 800 deer. The building is of a quadrangular form, with an open court in the middle, in the centre of which is a splendid fountain, with a statue of the god Arion seated on the back of a dolphin. The interior of the palace is adorned with every thing that untold wealth and refined taste could procure. Many of the rooms are hung with tapestry and ornamented with carvings, while all the pictures are gems of art. The entrance-hall is a grotto of magnificent marble, filled with pictures and curiosities of the rarest value. The picture-gallery and the gallery of statuary contain many gems

by Titian, Canova, Thorwaldsen, and Wyatt. But the gardens and conservatory are the gems of the establishment. They were planned and laid out by Sir Joseph Paxton, of Crystal Palace notoriety, who was formerly a common gardener of the duke's, and who received for his gardening a larger salary than the President of the United States. He married a niece of the housekeeper's, and received with her a fortune of \$100,000. The housekeeper's situation is one of considerable profit, as she often receives over \$250 per day for showing visitors the establishment. Mary Queen of Scots was confined 13 years in the ancient tower that stands near the entrance of the palace.

Haddon Hall, belonging to the Duke of Rutland, was erected in the beginning of the 14th century by one of the Vernons, the "kings of the Peak." The great hall, which is the Martindale Hall in Scott's "Peveril of the Peak," the Chapel, built in the time of Henry VI., and the Eagle Tower, are all very interesting.

From Rowsley we arrive in 50 minutes at *Buxton*, situated in one of the most picturesque parts of Derbyshire. Buxton is said to have been famous for its baths since the time of the Romans; they are chiefly recommended for rheumatism and chronic gout, and are yearly visited by from 12,000 to 14,000 visitors. The season is from June to October. The principal group of buildings at Buxton is the *Crescent*, built by the Duke of Devonshire. Hotels: *St. Ann's* and *Royal*. The *St. Ann's* is a very good house of many years' standing, and exceedingly well patronized. The new Great Livery Stables in connection enable visitors to make numerous excursions in the neighborhood. The *Royal* is also a first-class house, new and elegantly furnished, and in a sheltered position near the baths and gardens. Close by is the Old Hall, built by the Earl of Shrewsbury during the reign of Elizabeth, where Mary, Queen of Scots, was for some time kept in custody. Her apartments are still shown to visitors. Among the excursions from Buxton is that to Pool's Hole, a cavern named after a celebrated robber who once occupied it. Diamond Hill, which takes its name from beautiful specimens of quartz crystal found here, is not far distant. The walk to Chee Tor should not be omitted: this is a mass

of rocks three hundred feet high, overlooking the River Wye, from which a most glorious view may be obtained. The drives and excursions in the vicinity are numerous.

Bakewell, an ancient town, a mile and a half from Haddon Hall, can be visited from Buxton; also *Hartington*, on the Dove, *Ludchurch* and its "castle cliffs," *Poole's Cavern*, *Miller's Dale*, and *Tideswell*, with its ancient cathedral, give occasion for beautiful drives of great interest.

Stockport, see Route No. 84.

Manchester, see Route No. 84.

ROUTE No. 87.

London to Dublin, via Rugby, Tamworth, Crewe, Chester, Bangor, and Holyhead, by the London and Northwestern Railway from *Euston Station*. Time, 11 hrs. 5 min.; fare, £3.

Rugby, see Route No. 84.

The town of *Tamworth*, which contains some 8000 inhabitants, is noted for its ancient castle, which is situated on an artificial height near the town. It was presented by William the Conqueror to Robert de Marmion, of Fontenoy, one of whose descendants Sir Walter Scott has immortalized. Sir Robert Peel represented Tamworth in Parliament for a long time, and a fine statue of him, by Noble, stands in the market-place. The church also contains a monument to his memory. Hotels, *Peel Arms* and *White Horse*.

Crewe, see Route No. 84, and *Chester*, see Route No. 85, are passed in succession.

Leaving Chester by the Holyhead Railway, and crossing the River Dee, we enter Wales, where the first station of importance is *Flint*. This town is about 13 miles from Chester, and contains a population of 3428. The inhabitants are chiefly employed in the coal and lead mines in the neighborhood, and large quantities of coal are shipped yearly to Liverpool and Ireland. Flint Castle is situated on a rock jutting into the sea, and is now entirely in ruins; Richard II. was a prisoner here. Four miles from Flint we arrive at *Holywell*, which derives its name from a spring called St. Winifred's Well. This far-famed well is deserving of a visit: its architecture is fine, and as a cold bath it is unequalled. Population of Holywell, 5335. Thirteen miles distant is *Rhyl*, a fashionable

watering-place, and one of the best bathing-places in Wales. It is situated at the entrance of the celebrated Vale of Clwyd, and from here Snowdon may be seen. Hotels, *Parade* and *Belvoir*. The ruins of Rhuddlan, built in 1015, lie just below the town, and present a magnificent appearance. Richard II. was brought here on his way to Flint Castle. The Choydian Hills rise left of Rhyl, crowned by the renowned range of British Posts. From Rhyl a branch line of railway runs to St. Asaph and Denbigh. St. Asaph is situated near the confluence of the Rivers Clwyd and Elwy. Hotel, *Mostyn Arms*. Population 2063. St. Asaph is generally visited for its cathedral, which is very ancient, having been built as early as 596 by St. Asaph, and made entirely of wood. It was rebuilt, however, in 1770, in the form of a cross, with a square tower at the intersection of the transepts and nave. The painted windows are very fine, resembling those of Tintern Abbey. There are several interesting tombs, among others that of Bishop Barrow, uncle of the celebrated Isaac Barrow. Continuing our route from St. Asaph, we reach *Denbigh*, eleven miles from Rhyl, which has a population of 5946. Hotels, *Bull* and *Crown*. This town lies on the side of a rocky eminence, the summit of which is crowned by the ruins of a castle built during the reign of Edward I. This castle underwent a siege during the Parliamentary Wars, and after the restoration of Charles II. was blown up with gunpowder. The prospect from the ruins is extensive and beautiful. Returning to Rhyl, and continuing along the main line, we pass, before reaching Abergele, the spot where the battle of Rhuddlan Marsh took place in 785. *Abergele*, $4\frac{1}{4}$ miles from Rhyl, contains a population of 3308, and is much frequented during the bathing season. Hotel, *Bee*. The scenery in the neighborhood is magnificent. Two miles distant from the town is Cave Hill, or Cefnyr-Ogo, in which is a fine natural cavern. The entrance somewhat resembles a Gothic arch; the interior is divided into two chambers by a wall of limestone: one of these is small, the other stretches far into the mountain. Stalactites sparkle on the roof and walls, and beautifully-formed stalagmites cover the ground. Near by is the Welsh Thermopylae, the

pass of Cefn-Ogo. Here the Welsh defeated Harold, and later slaughtered the troops of Henry II.; and here Richard II. was betrayed by Percy, Earl of Northumberland, into the power of Bolingbroke, and conveyed a prisoner to Flint Castle. Not far from the pass is Gwryck Castle, the seat of R. B. Hesketh, Esq., a vast picturesque building, surrounded by beautiful grounds, which are liberally opened to visitors. British and Roman camps are also to be seen in the vicinity of Abergele. In August, 1868, a frightful railway accident occurred near Abergele, when 33 persons were burned to death. The charred remains were interred in one common grave, from seven to eight feet square, in St. Michael's Church-yard. Mrs. Hemans passed many years of her life at Abergele.

Conway is about eleven miles from Abergele, and contains 2523 inhabitants. Hotels, *Castle and Erskine Arms*. Just before reaching the station the train passes over the celebrated *Tubular Bridge*, erected over the Conway by Stephenson in 1848. Though not so stupendous a structure as the Britannia Bridge, yet, being the first of the kind ever built, it is more interesting, regarded as the original invention, which is brought to perfection in the Britannia Bridge, which may be considered as the triumph of engineering skill. The Conway Bridge consists of two hollow rectangular tubes, placed side by side, for the up and down trains, each measuring 400 feet, and weighing 1300 tons. The tubes are formed of wrought-iron plates, from half an inch to an inch in thickness (the thickest being in the centre), and are sustained in their position by the strength of their materials and the manner in which they are combined.

The town of Conway was formerly surrounded by walls strengthened by twenty-four circular towers, which are still in good preservation. Conway Castle was built by Edward I. in 1284, to check the revolts of the Welsh, and is now the property of the Marquis of Hertford. The walls are of great thickness, defended by eight round towers. The great hall is 130 feet in length; notice also a pretty Gothic window in the King's Chamber. In this castle in 1339 Richard II. agreed to resign his crown to the Duke of Lancaster. In *St. Mary's Church* is the tomb of Nicholas

Hookes, whose father had 41 children, and he himself was father of 27. A pleasant excursion may be made from Conway to the ruins of Gannock Castle.

Llandudno, about $3\frac{1}{2}$ miles from Conway, has become, of late years, a great place of summer resort. It is situated on a promontory between the Bays of Conway and Llandudno, and is protected from the north winds by a huge promontory called the Great Orme's Head. Population 2316. Hotels, *Adelphi, Queen's, and St. George's*. The Great Orme's Head is the favorite resort, the scenery from the promenade which skirts the margin of the mountain being very picturesque and beautiful.

Continuing along the main line from Conway to Bangor, we pass Penmaen Mawr, the last of the Caernarvonshire range of mountains, whose summit is crowned by an extensive fortress. This mountain is 1540 feet in height.

Bangor is entered through a tunnel 3000 feet in length. Hotel, *Penrhyn Arms*. Population 6738. This is a cathedral town, and claims to be the oldest diocese in Wales, its cathedral having been founded by St. Deiniol in 550. This building, however, was burned by Owen Gwynnwr, and the present edifice dates only from the fifteenth century. It contains the tombs of two Welsh princes. About a mile east of Bangor is Penrhyn Castle, the seat of Lord Penrhyn, owner of the famous *Penrhyn Slate Quarries*. The castle, open to the public on Fridays, contains many curious articles in slate, and the fence round the park (seven miles) is entirely composed of that material. The quarries are situated five miles up the River Ogwen. An inclined plane leads up to the edge of the mountain, where over two thousand persons are engaged in splitting the slates, which are then piled in thousands, under the name of duchesses, countesses, etc., according to the size. Seventy thousand tons are shipped yearly from Port Penrhyn, and the receipts are about £750,000.

The Menai Bridge, or Telford's Suspension Bridge, is about two miles from Bangor, and crosses the channel that separates Anglesea from the mainland. It was built between the years 1819 and 1826, to complete the coach route to Holyhead, and is used for vehicles and foot passengers only. It is 550 feet in length from pier to

pier, 20 feet broad, and 100 feet above the water at high tide. It is supported by 16 chains, each 1715 feet long, and the total weight of iron is 650 tons. It is the longest suspension bridge in England, but is exceeded by those at Freiburg, Bordeaux, and Pesth. This bridge presents a striking contrast to the *Britannia Tubular Bridge*, which is about a mile distant. This is constructed on the same principle as the bridge at Conway, but on a most stupendous scale, and is considered the greatest triumph of engineering skill in modern times; the sight of it alone is worth a visit to Wales. Here is a stupendous iron structure over 1500 feet in length, raised sufficiently high to allow ships with the loftiest masts to pass underneath. It was erected by Mr. Robert Stephenson, and cost \$5,000,000; raising the Pyramids of Egypt did not require one half the genius or perseverance. It consists of a wrought-iron tube, made of plates riveted together, 1513 feet long, and wide enough for two lines of railway; it stands 104 feet above the water. Eighteen hundred men were employed for four years and a half. The tubes were first riveted together, floated out on pontoons, and then raised into their place by hydraulic presses. The whole weight is over 11,000 tons. The bridge derives its name of *Britannia* from a rock in the middle of the stream, without which the erection of a pier would have been impossible, owing to the strength of the current. The bridge lengthens about a foot during the summer heat.

Proceeding along the main line, we reach *Holyhead*, 24 miles from Bangor. *Prince of Wales Hotel (Station)*. *Holyhead* stands on Holy Island, which is separated by a narrow strait from Anglesea, and derives its name from a monastery founded by St. Gybi in the sixth century. The principal buildings are the old church, which stands in the midst of a Roman camp, the assembly-rooms, baths, and light-house. The town has become of more importance of late years in consequence of its being the most convenient place of embarkation for Dublin. The distance from *Holyhead* to *Kingstown*, the harbor of Dublin, is sixty-six miles, and the Channel is crossed in three hours and fifty minutes, average time. Three steam packets leave *Holyhead* daily in

connection with the express trains. The time occupied by the Irish mail conveyance from London to Dublin is a little over eleven hours. A national Harbor of Refuge is being formed at *Holyhead*, which, when completed, will be one of the finest artificial harbors in the world. It is strikingly enclosed by a breakwater 5000 feet in length, with a pier 2000 feet extending from the opposite shore, thus inclosing 316 acres; it is three quarters of a mile long, and has a depth of six or seven fathoms at low water.

ROUTE No. 88.

Liverpool to Carlisle, via Preston, Lancaster, Kendal, and Penrith, by the London and Northwestern Railway in 6 hrs. 15 min.

The first station of importance passed on our route is *Wigan*, where a branch line leads off to Manchester. This town is situated on both sides of the River Douglas, and, although of very ancient date, contains little of interest besides its churches, three in number, one of which (Parish Church) possesses a tower and chapel dating from Henry VIII., and an ancient cross called *Mab's Cross*, of which the following story is given in the genealogical history of Haigh:

“Sir William Bradshaghe, 2d son to Sir John, was a great traveller and a souldger, and married to Mabel, daughter and sole heire of Hugh Norris de Haghe and Blackrode.

“Of this Mabel is a story by tradition of undoubted verity, that in Sir William Bradshaghe's absence (being 10 yeares away in the wares) she married a Welch knight. Sir William returninge from the wares, came in a Palmer's habit amongst the poore to Haghe, who when she saw and congetringe that he favoured her former husband, wept, for which the kt. chasticed her, at wich Sir William went and made himselfe knowne to his tenants,

in wich space the kt. fled. But neare to Newton Parke Sir William overtooke him and slue him. The saide Dame Mabell was enyoyned by her confessor to doe penances by going onest every weck barefout and barelegged to a crosse ner Wigan from the Haghe wilest she lived, and is called Mabb to this day."

Haigh Hall, the ancient seat of the Bradshaws, lies $2\frac{1}{2}$ miles north of Wigan, and is now possessed by the Earl of Crawford and Balcarres. A window once existed here on which the whole of the legend given above was painted, and which is mentioned by Sir Walter Scott in his introduction to "The Betrothed." Here is one of the finest private libraries in England, containing many rare works and numbering 50,000 volumes. Among other objects of interest in the vicinity of Wigan is "*The Meadows*," an ancient house dating from the reign of Elizabeth, and the *Manor House*, where Prince Charles Edward was concealed for two days in 1745.

Preston, 25 minutes from Wigan, is most beautifully situated on the summit of a ridge running parallel with the banks of the Ribble, and commands a view of a large expanse of country. Its commanding situation, as well as the important part always taken by the town in the county annals, has given it the high-sounding title of "Proud Preston." Some believe this city to be the Rhigodunum of Ptolemy; it is certainly a place of great antiquity. Under the Saxons it was called Amounderness, and a Mote Hall was constructed. Preston was formerly the capital of the Duchy of Lancaster; from the reign of Henry I. to that of Charles II. it received no less than fifteen charters; it reached its greatest glory, however, in the 18th century, when it was the great rendezvous of society and fashion. After the introduction of spinning in 1777, by which the population has increased from 6000 to nearly 90,000, the bean monde gradually made way for the manufacturing element, and it is now one of the principal seats of cotton manufacture. There are upward of 78 mills, giving employment to nearly 26,000 persons. There are 1,652,668 spindles and 50,608 looms. The Town-hall, situated in the market-place, is a fine Early English building, designed by Mr. G. G. Scott. The churches, four Protestant and six Cath-

olic, are mostly of modern construction. Preston possesses three very fine parks, the approach to the largest of which is through an avenue of lime-trees 170 years old. Hotels, *Victoria* and *Bull*.

Lancaster, 231 miles from London, is chiefly noted for its castle, once a magnificent structure. The town is beautifully situated on the south bank of the River Lune, near its mouth. It is of very ancient origin, having once been a Roman station. William the Conqueror gave it to Roger de Poitou. John of Gaunt built its castle. The first Earl of Lancaster was created in 1266. John of Gaunt, fourth son of Edward III., having married Blanche, the Duke of Lancaster's daughter, succeeded to the title. His son, Henry of Bolingbroke, Earl of Derby and Duke of Hereford, after his father's death, became Duke of Lancaster, and finally king in 1399, since which time this duchy has been associated with royal dignity. The town received its first charter from King John, and is noted for the manner in which it espoused the cause of the Royalists during the Parliamentary War; also for its participancy in the "War of the Roses" between York and Lancaster. The castle stands on the summit of a hill, and is now used as a county jail. Principal hotels are *King's Arms* and *Royal Oak*. Population 20,000. This city now gives the title of duke to the Prince of Wales. Passing *Ortenholme Junction* (for *Windermere* and *English Lakes*, Routes 89 and 90) we reach

Penrith, about 52 miles distant from Lancaster. Population 7189. Hotels, *New Crown* and *George*. The ruins of the castle, which overlook this town, are exceedingly romantic. This was for a long time the residence of Richard III. In the burying-ground of St. Andrew's Church there is a curious monument called the Giant's Grave. It consists of two stone pillars eleven feet high, standing one at each end of a grave fifteen feet in length. Between them are four stones covered with unintelligible carvings. Another stone, called the Giant's Thumb, stands close by. Nearly two miles from Penrith are the ruins of Brougham Castle, supposed to have been formerly the site of a Roman station, coins and other antiquities having been discovered here. Brougham Hall, the seat of Lord Brougham, and a fine, pic-

turesque building, is but a short distance from the castle. About a mile and a half from Penrith is King Arthur's Round Table, a circular area more than twenty yards in diameter.

"He pass'd red Penrith's Table Round,
For feats of chivalry renowned;
Left Mayborough's mound and stones of
power,
By Druids raised in magic hour,
And traced the Eamont's winding way,
'Till Ulfo's lake behind him lay."
Bridal of Triermain.

Visit also "Long Meg and her Daughters." They are about six miles from Penrith, and are considered some of the finest relics of antiquity. They form a circle of sixty-seven stones, many of them ten feet in height. Long Meg, a square column of red freestone, is eighteen feet high and fifteen feet in circumference. The whole circle is 350 yards in circumference. The neighborhood of Penrith is noted for the numerous country-seats of England's nobility and gentry.

For excursions from Penrith, see Route No. 89.

Sixty-nine miles from Lancaster is the ancient town of *Carlisle*, which contains 28,000 inhabitants. The principal hotel is the *Station*. It is a place of considerable manufacturing importance; contains an ancient castle, partly in ruins, the erection of which is attributed to William Rufus. This city was taken by King David, and was afterward besieged by Robert Bruce. It nobly held out for Charles I., and suffered much in consequence. The principal objects of interest are the remains of the old castle, the cathedral—parts of which are Saxon—and the court-house. Hotels, *County* and *Royal*.

From Carlisle the traveler may continue on to *Dumfries*, fifty minutes by rail from the former city. This town, in addition to the monument erected over the grave of Burns in St. Michael's Church, contains the house where he died, and where his widow resided over thirty years. From here you can visit Caerlaverock Castle, Drumlanrig Castle—the residence of the Duke of Buccleuch—Includen House, and New Abbey.

ROUTE No. 89.

The English Lake District.

Leaving Lancaster at Carnforth a branch line goes to Lakeside, Furness Abbey, and Ulverston; this is the best way to enter the Lake District. At Oxenholme Junction the Windermere branch brings one first to

Kendal, but one mile and a half distant from the junction. Hotels, *King's Arms* and *Commercial*. Population 12,000. This is chiefly a manufacturing town, carpets, linseys, blankets, combs, cards, etc., being the principal articles produced. The church and castle are the principal objects of interest. The former is a large, nearly square building, of a mixed architectural character; in one of the aisles, which are of great breadth, notice a helmet which belonged to the famous Major Philipson (Robin the Devil) of Belle Isle, who rode armed into this church during divine service to capture the person of Colonel Briggs, of Cromwell's army. The Philipsons were a family of note, who in the time of the Parliamentary Wars took the side of the king. Major Philipson, while at his brother's house on Belle Isle, was besieged there during eight months by Colonel Briggs, but held out with great gallantry until his brother was able to march to his relief and raise the siege. He then in his turn made a daring attempt on the life of Colonel Briggs, which was frustrated, however, by that officer's absence from the church. Sir Walter Scott makes a similar incident occur in "Rokeby:"

"The outmost crowd have heard a sound,
Like horse's hoof on hardened ground;
Nearer it came, and yet more near—
The very death's-men paused to hear.
'Tis in the church-yard now—the tread
Hath waked the dwelling of the dead!
Fresh sod, and old sepulchral stone,
Return the tramp in varied tone.
All eyes upon the gateway hung,
When through the Gothic arch there sprang
A horseman armed, at headlong speed—
Sable his cloak, his plume, his steed.
Fire from the flinty floor was spurned,
The vaults unwonted clang returned.
One instant's glance around he threw,
From saddlebow his pistol drew;
Grimly determined was his look,
His charger with his spurs he struck—
All scattered backward as he came,
For all knew Bertram Risingham.
Three bounds that noble courser gave:
The first has reached the central nave;

The second clear'd the chancel wide;
The third he was at Wycliffe's side.

While yet the smoke the deed conceals,
Bertram his ready charger wheels—
But floundered on the pavement floor
The steed, and down the rider bore—
And, bursting in the headlong sway,
The faithless saddle-girths gave way.
'Twas while he toil'd him to be freed,
And with the rein to raise his steed,
That from amazement's iron trance—
All Wycliffe's soldiers waked at once."

The ruins of the castle, which consist of four dismantled towers with portions of the surrounding walls, stand about one quarter of a mile from the town. The date of the castle's construction is assigned to the 12th or 13th centuries, but little is known of its history; it is surrounded by a moat cut out of the limestone, on the northern side of which are the remains of an ancient outwork. Of the whole, the round tower is in the best state of preservation, and was evidently the strongest part of the building. This castle was the birthplace of Catharine Parr. The Barony of Kendal was at one time the property of Ivo de Taillebois, who came to England with William the Conqueror, and who by marriage with Lucy, sister of the Saxon Earls Edwin and Morcar, obtained possession of these lands. In 1334, however, the barony became extinct from the failure of male heirs, and, after having been conferred by successive monarchs either on their relatives or favorites, the title has lain dormant since the death of Madame Von Schulemburg, who was created Duchess of Kendal by George II. The last descendant of the Taillebois', the once proud possessors of these lands, died in 1863, a pauper in the Shrewsbury workhouse. The line of the fosse of a Roman station, once existing at Kendal, may still be traced about a mile below the town; many altars, inscriptions, and other Roman antiquities, have been found near it and placed in the town museum. Opposite the castle, on the other side of the River Trent, is a circular eminence, believed to be a Saxon place for the administration of justice; it is surrounded by a moat, and is called Castlebrow Hill. On the summit is an obelisk, erected in commemoration of the Revolution of 1688.

In the neighborhood of Kendal is Sizergh Hall, an ancient stronghold, with an old tower sixty feet high, still entire; in the cor-

ners are closets for watchmen, with oblique apertures in the walls. The principal bedroom in this mansion is called the Queen's Room, from having been occupied by Catharine Parr after the death of Lord Burgh, and before her marriage with Lord Latimer. The room is hung with Gobelin tapestry, and contains a magnificent counterpane and toilet-cover, the work of the queen.

The grounds of Levens Hall, an ancient seat of the Howards, five miles south of Kendal, were laid out by Beaumont, the same who designed the Hampton Court gardens; here are some yews two hundred years old. Within the house are portraits of Henry VIII. and Anne Boleyn, while in the dining-room the decorations and carvings, said to have been made at a cost of \$15,000, will well repay inspection.

There are trains from Kendal to Windermere eight times a day; time, 20 minutes.

The town of *Windermere* itself is a mere railway station, and travelers had better proceed at once to *Bowness*. The town is situated on the Windermere, the queen of all the Cumberland lakes; omnibuses await the arrival of each train. Hotels, *Old England* and *Crown*. The church of Bowness is an ancient building, dedicated to St. Martin, and containing some objects of interest, among others a stained-glass window, believed to have belonged to Furness Abbey. It is divided into three compartments, two representing the Crucifixion, and the third St. George and the Dragon, with the arms of France and England above. Underneath is a group of monks, whose names are written on scrolls.

From Bowness a coach runs daily from Ferry Inn, on the opposite side of the lake, reached by ferry-boat in one quarter of an hour, to Coniston, distance ten miles, whence the rail may be taken to visit Furness Abbey (see Route No. 90); also a coach to Patterdale for Ullswater, ten miles; steamers every two hours to Waterhead for Ambleside and to Lakeside, at the foot of the lake. The lake is about ten miles in length, and its greatest breadth two miles. The scenery, though it has less

wildness and grandeur than some of the other lakes, is very lovely. The margin is thickly wooded; cottages and villas peep from beneath the trees, giving an air of domestic beauty to the scene. The surface of the lake is studded with numerous islands, the largest of which, Belle Isle, or Curwen's Island, lies nearly opposite Bowness. It consists of about thirty acres, in the centre of which the mansion is situated; the grounds alone are open to visitors. This island, as already mentioned in relation to the church at Kendal, was a royal stronghold during the Parliamentary Wars, belonging to the Philipson family.

Steamers leaving Bowness for Lakeside first touch at the ferry, at a short distance from which is a summer-house, belonging to the owner of Belle Isle, called the Station, the windows of which are filled with different colored glasses, producing a most curious effect. *Storrs Hall*, a fine mansion situated on a promontory to the left, is the property of the Rev. T. Stamford. This building was erected by Sir John Legard, and during the proprietorship of Mr. Bolton, in 1825, was visited by Canning, Scott, Southey, Wordsworth, and Professor Wilson (Christopher North). A brilliant regatta then took place, over which the Professor presided, with the title (given by Mr. Canning) of "Admiral of the Lake." Mr. Bolton made here a fine collection of paintings, which can not, however, be visited during the residence of the owner. At Newby Bridge, past three islands, the River Leven enters the lake. At *Lakeside*, a mile further, whence by train to Furness Abbey, is the fine *Lakeside Hotel*, admirably managed by Mr. C. Brown.

In proceeding up the lake from Bowness to Waterhead the tourist enjoys much finer scenery. *Calgarth*, formerly the residence of Dr. Watson, author of the "Apology for the Bible," is passed before the steamer stops at *Low Wood* to take up passengers from the hotel at that place. *Wray Castle*, built to resemble a feudal fortress of the Middle Ages, with the exception of moat and rampart, is next passed. We then see to the right *Dove's Nest*, the residence for one summer of Mrs. Hemans, and of which she gives the following description in one of her letters:

"The house was originally meant for a small villa, though it has long passed into

the hands of farmers, and there is in consequence an air of neglect about the little demesne which does not at all approach desolation, and yet gives it something of touching interest. You see every where traces of love and care beginning to be effaced—rose-trees spreading into wildness—laurels darkening the windows with too luxuriant branches; and I can not help saying to myself, 'Perhaps some heart like my own in its feelings and sufferings has here sought refuge and repose.' The ground is laid out in rather an antiquated style; which, now that nature is beginning to reclaim it from art, I do not at all dislike. There is a little grassy terrace immediately under the window, descending to a small court, with a circular grass-plot, on which grows one tall white-rose tree. You can not imagine how much I delight in that fair, solitary, neglected-looking tree. I am writing to you from an old-fashioned alcove in the little garden, around which the sweetbrier and the rose-tree have completely run wild; and I look down from it upon lovely Winandermere, which seems at this moment even like another sky, so truly is every summer cloud and tint of azure pictured in its transparent mirror.

* * * * *

"I am so delighted with the spot that I scarcely know how I shall leave it. The situation is one of the deepest retirement; but the bright lake before me, with all its fairy barks and sails, glancing like 'things of life' over its blue water, prevents the solitude from being overshadowed by any thing like sadness."

Waterhead is the port of Ambleside, to which town the distance is one mile and a quarter; and omnibuses are in waiting at the landing for Ambleside or Grasmere.

Ambleside. Hotels, *Queen* and *Salutation*. The mountain scenery of Ambleside is very fine. *Wansfell*, rendered famous by Wordsworth, rises behind the town, and should be ascended by those desirous of gaining a fine view of this most beautiful country. A visit should

also be made to the fine waterfall *Stock Ghyll Force*, which, from the spot where the water first commences to fall to the bottom, measures 160 feet; it is broken, however, at intervals into small falls, the largest of which is about thirty feet in height. Ponies or donkeys may be hired in the town for this excursion. There are numerous beautiful walks in the neighborhood of Ambleside, of which perhaps the most interesting is to Rydal Mount and Rydal Hall. The latter is visited on account of two fine waterfalls situated in the grounds, to which access is obtained by application to the gardener, who lives opposite the entrance to the hall. A small stream runs through a thickly wooded valley above the hall, and forms a succession of cascades, and two fine falls, called the upper and lower; the latter is perhaps the most admired, and is seen from a summer-house situated in the grounds.

Rydal Mount, the residence for thirty years of the poet Wordsworth, is entered by a gate on the left, a little above the entrance to the hall. The house is very simple, but the view it commands over the Rothay Valley and Windermere is most beautiful. In the grounds are many hollies planted by the poet, who died here April 23, 1850, at the advanced age of eighty. From a summer-house in the grounds a fine view may be obtained of Rydal Water, one of the loveliest lakes in this district, although not more than a mile around. It is reached in a few moments from Rydal Hall, and may be passed en route for *Grasmere*, a lovely spot four miles distant from Ambleside. The *Prince of Wales Hotel* is very good. *Grasmere Lake*, with its solitary island, is situated in a hollow, around which high and wooded mountains raise their heads—it is one mile in length, and three quarters in width. At *Town-End* is the house inhabited by Wordsworth from 1799 to 1808, then called the *Dove and Olive-bough*, and referred to in the "Wagoner;" it was later the abode of De Quincy. The church of *Grasmere* should be visited by those desirous of seeing the last resting-place of Wordsworth, who lies buried in the church-yard. The spot is marked by a plain blue slate flag, with the names "William Wordsworth" and "Mary Wordsworth," his widow, upon it. The tomb of *Hartley Coleridge*, son of *S. T. Coleridge*, lies just back of those of the

Wordsworths. *Easdale*, one mile from *Grasmere*, may be visited on account of *Easdale Force*, a fine cascade which falls over a steep ledge of rocks above *Easdale*, and which is formed by a stream issuing from *Easdale Tarn*.

On the old road between *Ambleside* and *Grasmere* the famous *Wishing-Gate*, which forms the subject of one of Wordsworth's lyrics, is passed. The name has been given it from the belief which has existed since most ancient times that all wishes formed here have a happy issue:

"Hope rules a land forever green;
All powers that serve the bright-eyed queen
Are confident and gay;
Clouds at her bidding disappear;
Points she to aught?—the bliss draws near,
And fancy smooths the way.

"Not such the land of Wishes—there
Dwell fruitless day-dreams, lawless prayer,
And thoughts with things at strife;
Yet how forlorn—should ye depart,
Ye superstitions of the heart—
How poor were human life!

"When magic lore abjured its might,
Ye did not forfeit one dear right,
One tender claim abate;
Witness this symbol of your sway,
Surviving near the public way—
The rustic *Wishing-Gate*

* * * * *
"Smile if thou wilt, but not in scorn,
If some, by ceaseless pains outworn,
Here crave an easier lot;
If some have thirsted to renew
A broken vow, or bind a true
With firmer, holier knot.

"And not in vain, when thoughts are cast
Upon the irrevocable past,
Some penitent sincere
May for a worthier future sigh,
While trickles from his downcast eye
No unavailing tear.

"The worldling, pining to be freed
From turmoil, who would turn or speed
The current of his fate,
Might stop before this favored scene
At Nature's call, nor blush to lean
Upon the *Wishing-Gate*."

An excursion may be made from *Ambleside* to the *Langdale Pikes*, occupying five or six hours (18 miles). Leaving *Ambleside* by car, the road passes through *Clappersgate*, and turning to the right follows the course of the *Brathay River* until *Skelwith Force*, a fine waterfall twenty feet in height, is reached. The valleys of *Great* and *Little Langdale* are separated by *Lingmoor Fell*. They diverge from the village

of Elterwater, the road to the right being the one to Great Langdale. Elterwater Lake, near which some powder-mills afford a most picturesque appearance, is passed; and Millbeck, where a short detour may be made to visit Dungeon Ghyll Force. This is a fall formed by a stream which rushes violently through a dark mountain fissure, over which a curious natural bridge has been made by a falling rock wedged between the sides of the mountains, over which none but people of strong nerves should attempt to pass. The gorge from which this stream flows separates the Langdale Pikes. The higher of these, but the most easy of ascent, is called Harrison Stickle, and the lower Pike o' Stickle. The views commanded from the summit of these two mountains are most beautiful.

Blea Tarn is reached by a steep road from Langdale; it would be as well to make a separate excursion here from Ambleside, as the great beauty of the place is seen on the approach from that side, while the finest view of the Langdale Pikes is also obtained in the route described above.

Troutbeck should also be visited from Ambleside by way of Low Wood. This is a small and straggling village, picturesquely situated, in which some of the houses are built with high-walled court-yards, necessary in olden times as means of defense. The great Roman road, High Street, which ran along the tops of the heights to the right, may still be easily traced, and the ascent of the elevation should be made by all those interested in remains which mark the site of the Roman occupation.

The route from Troutbeck to Low Wood is thus described by Professor Wilson:

"There is not such another splendid prospect in all England as the view of Windermere from the road leading from Troutbeck to Low Wood. The lake has much the character of a river without losing its own. The islands are seen almost all lying together in a cluster; below which all is loveliness and beauty; above, all majesty and grandeur. Bold or gentle promontories break all the banks into frequent bays, seldom without a cottage or cottages embowered in trees; and while the whole landscape is of a sylvan kind, parts of it are so laden with woods that you see only here and there a wreath of smoke, but no

houses, and could almost believe that you are gazing on the primeval forests."

Coniston may be reached by coach either from Bowness or Ambleside. A coach leaves the Ferry Inn opposite Bowness daily for Coniston; distance, 10 miles. The views along this route are of unsurpassed beauty, taking in the upper end of Windermere, and the mountain of Helvellyn and the Langdale Pikes.

Coniston. Hotels, *Waterhead* and *Lake Bank*. Coniston Lake is six miles in length and three quarters of a mile in width, and lies about five miles west of Windermere. The tour of the lake is made by a steam-gondola two or three times a day; an excursion to the southern end and back requiring about an hour and a half. After 6 P.M. this gondola may be engaged for private excursions at a cost of fifteen shillings. The scenery along the banks is every where beautiful, but that of the northern part is perhaps the most imposing. Coniston Old Man is well seen from the water; this mountain rises to a height of 2632 feet, and derives its name from a pile of stones on the summit—the word "man" being the provincial name for all such accumulations of stones on the tops of hills. The ascent of the mountain from Coniston will occupy two hours—the charge for a pony being about five shillings. The views throughout the ascent are most beautiful; to the south the estuaries of the Leven, Kent, and Duddon may be seen, and in clear weather the sea-view embraces the Isle of Man. Snowdon is also sometimes perceptible from the summit. The mountain is chiefly composed of fine roofing-slate, and there are several large quarries for its excavation, besides some valuable copper mines. The slates are carried down the lake in boats, and then conveyed by carts to Ulverston. There are three tarns upon the Old Man, viz., *Levens Water*, the largest and most beautiful in form and position, one mile in circumference; *Gates Water*, passed by those making the ascent from Torver—this tarn possesses a very wild character, being overhung on three sides by lofty precipices, and on the fourth with banks covered with an accumulation of fallen rocks; *Low Water*, notwithstanding its name, is the highest of the tarns: the Old Man is erected on a precipice overhanging its depths.

A coach leaves Bowness every morning for *Keswick*, returning the same day, passing through Ambleside, Grasmere, and Thirlmere; the drive is beautiful.

Thirlmere is a small village, situated at a short distance from a lake of the same name, which is three miles in length, but scarcely more than a quarter of a mile in width at its widest point. The beauties of this piece of water are better seen from the opposite side to that taken by the high-road.

Keswick is situated at the bottom of Derwentwater Lake, almost directly under Skiddaw. Hotels, *Keswick* and *Royal Oak*. This town is chiefly noted for its manufacture of lead-pencils, the number produced weekly being about 250,000, or 13,000,000 a year. *Keswick* was for many years the residence of Robert Southey, LL.D., Poet Laureate. Greta Hall, beautifully situated on the Greta River, about half a mile from the town, was the poet's place of abode, where he remained until his death in 1842, and where Coleridge resided with him for nearly four years. Southey is buried in the parish church-yard of *Crosthwaite*; within the church is a recumbent figure of the poet by Lough, said to be a very good likeness. The following epitaph was composed by Wordsworth:

"Ye vales and hills, whose beauty hither drew
The poet's steps, and fixed him here, on you
His eyes have closed! And ye, loved books, no more
Shall Southey feed upon your precious lore;
To works that ne'er shall forfeit their renown,
Adding immortal labors of his own—
Whether he traced historic truth, with zeal
For the State's guidance or the Church's weal,
Or fancy, disciplined by studious art,
Informed his pen, or wisdom of the heart,
Or judgments sanctioned in the patriot's mind,
By reverence for the rights of all mankind,
Wide were his aims; yet in no human breast
Could private feelings find a holier nest.
His joys, his gifts, have vanished like a cloud
From Skiddaw's top; but he to heaven was
vowed
Through a life long and pure; and Christian
faith
Calmed in his soul the fear of change and
death."

Friar's Crag, a promontory on the eastern shore of Lake Derwentwater, was the point generally reached by the poet in his daily walk; and *Walla Crag*, about two miles from *Keswick*, an elevation whence a fine view may be obtained, was always a station to which he took his guests.

Derwentwater is about 400 yards from *Keswick*. Here boats may be hired for excursions on the lake, which is about three miles in length and one in width: it is best seen by driving around it; distance, 10 miles. There are three islands, viz., *Derwent Island*, *St. Herbert's Island*, and *Lord's Island*. The first is the nearest to *Keswick*, and is about six acres in extent: it was formerly a dependency of *Fountains Abbey*, but now belongs to H. Marshall, Esq., who allows the grounds to be visited in the absence of the family. *St. Herbert's Island* is believed to have been the residence of *St. Herbert*, the remains of whose hermitage, consisting of an oratory and a cell, are still to be seen. According to *Bede*, the hermit left this cell but once a year to visit *St. Cuthbert*, until his death, A.D. 687. Pilgrimages were made and religious services were celebrated on the island until the end of the 14th century. *Lord's Island* derives its name from having been the former residence of the Earls of *Derwentwater*; it is believed to have first been a peninsula, which, after the erection of the earl's mansion, was separated from the mainland by a deep fosse, which was spanned by a drawbridge. The island is now completely deserted.

In driving around the lake, *Barrow House*, in the grounds of which is the *Barrow Fall*, is first passed. This is a fine cascade 120 feet in height. The fall is reached through the garden of *Lodore Inn*, one mile from *Barrow House*; the descent of water is through a chasm formed by *Shepherd's* and *Gonder crags*, the sides of which are thickly wooded. Southey gives the following humorous and graphic description of the fall:

"How does the water come down at *Lodore*?
Here it comes sparkling,
And there it lies darkling;
Now smoking and frothing,
In tumult and wrath in.
It hastens along, conflictingly strong;
Now striking and raging, as if a war waging,
Its caverns and rocks among.
Rising and leaping,
Sinking and creeping,
Swelling and flinging,
Showering and springing,
Eddying and whisking,
Sporting and frisking,
Turning and twisting
Around and around;
Collecting, disjecting
With endless rebound;

Smiting and fighting—
A sight to delight in;
Confounding, astounding,

Dizzying and deafening the ear with its sound.
And so never ending, but always descending,
Sounds and motions forever are blending.
All at once and all o'er, with a mighty uproar—
And in this way the water comes down at
Lodore."

Continuing round the lake, Borrowdale Hotel is passed one-half mile from Lodore. Borrowdale Valley, through which the Derwent River, sometimes called Borrowdale Beck, takes its course, is one of the most beautiful valleys in the Lake district. *Grange*, situated in the valley, is so named from having been the spot where the monks of Furness stored their corn. Castle Crag rises in the centre of the gorge, and is believed to have been the site of a fortress built by the Romans to command the Borrowdale Pass. Although this stronghold is said to have been garrisoned by the monks of Furness as late as the 16th century, no traces of it now remain, but the ascent of the eminence may be made for the fine view it commands of the valley. The Boulder or Bowder Stone lies nearly opposite the crag; it was transported here in an early geological period by a glacier, and measures 62 feet in length by 36 in height; the weight is about two thousand tons.

Bassenthwaite Lake, four miles in length, and in its widest parts one in breadth, lies about three miles northeast of Keswick. Its banks are richly wooded, and although perhaps not possessing the variety of scenery to be seen at Derwentwater, its beauties will well repay a visit.

In leaving Keswick the tourist may go by rail either to Cockermouth or Penrith, for which places trains leave five times daily; to Cockermouth 13 miles, to Penrith 18 miles. Coaches also run three times a day to Windermere Station through Ambleside and Grasmere.

The tour of Lake Ullswater had better be made from Penrith (see Route No. 88), or the rail may be taken from Keswick to Troutbeck Station, and thence by rail to Patterdale. If going by the former route, take the coach which leaves Penrith Station every morning at 9 A.M., arriving at Pooley Bridge Landing in one hour. Here you embark on a small steam-yacht, which makes the tour of the lake in two hours,

enabling a return to Penrith Station by one o'clock.

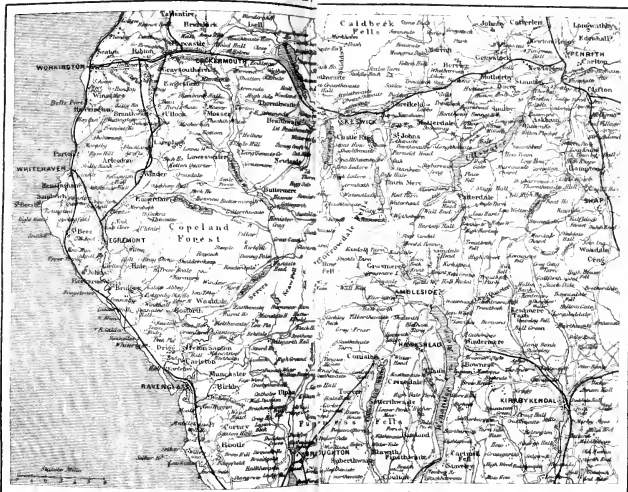
About a mile and a half from Penrith, on the road to Pooley Bridge, *King Arthur's Round Table* and *Mayborough* are passed. The former is a circular plateau surrounded by a moat, to which there are two approaches. The object for which it was constructed is unknown, as the moat would negative its use as a tilting-ground, while it is too small for tournaments; it may possibly have been designed for exhibitions of the *holmegang*, or duel of the girdle, in which the combatants were fastened together by a girdle around the waist, and then allowed to give their knives full play. *Mayborough* lies near the Round Table, but on the opposite side of the road. It consists of a circular inclosure, formed by a wall of rounded stones, 16 feet in height; the inclosed space is about 100 yards in diameter, in the centre of which stands a large stone, and the whole is now encircled by trees. This is believed to have served either as a Druidical temple or as a court of justice.

Eden Hall, four miles from Penrith, is a fine mansion, built in 1824, and containing some good pictures. Here is an old enamelled drinking-glass, preserved with great care, which, according to tradition, was seized by the butler one day at St. Cuthbert's Well in the park, where he surprised a party of dancing fairies. He easily obtained possession of the glass, which lay on the brink of the well; and after a vain effort to recover it, the fairies flew away singing—

"If that glass either break or fall,
Farewell the Luck of Eden Hall."

The glass is a beautiful specimen of Oriental workmanship, and is kept in a case dating from the time of Henry V. Longfellow's translation of a German ballad, called "The Luck of Eden Hall," will be remembered by most of our readers. Within the park is an old church, with a tower dating from 1450; there are some interesting monuments in the chancel of all the Musgrave baronets, beginning with the second baronet, Sir Philip. From Eden Hall the road to Kirkoswald passes through Long Meg and her Daughters (Route No. 88). The castle of Kirkoswald, the ancient residence of the Lords of Melton, from whom it descended to the Dacres and the Earl of Essex, is now a crumbling ruin, with little re-

THE ENGLISH LAKES



maining but the square Norman tower. It was once an extensive fortress, protected on three sides by a moat, whose borders are still well defined. Sir Hugh de Morville, one of the murderers of Thomas à Becket, resided here, and the sword with which he stabbed the bishop was preserved for many years in the castle.

Two miles from Kirkoswald is the *Nunnery* founded by William Rufus for Benedictine nuns; little now remains of the ancient edifice.

Lowther Castle, the seat of the Earl of Lonsdale, is a magnificent building, five miles from Penrith, which is open to the public every day but Sunday. It is approached from the north by an arched gateway, and is 420 feet in length on the northern front; the building is constructed of a rose-tinted freestone in the modern Gothic style, and has no less than forty turrets. From the terrace walk, 400 feet in length and 90 in breadth, the views over the Lowther, on the right bank of which the castle is situated, are unsurpassed. In addition to the beauties of nature, the art collection is very fine, there being paintings by Van Dyck, Rubens, Teniers, Wouverman, Gerhard Dow, Salvator Rosa, Poussin, Guido Reni, Cuyp, Titian, Murillo, Rembrandt, Leonardo da Vinci, and Paul Veronese.

Haweswater, the least visited of all the lakes, is the property of the Earl of Lonsdale, and lies two miles from Lowther and nine from Penrith. A boat is kept for those desirous of making an excursion on the lake, for the use of which application should be made to the steward at Lowther Castle. The lake is $2\frac{1}{2}$ miles long and half a mile wide.

Pooley Bridge is a small village on the Ullswater, about one mile from the place of embarkation for the steamer, to which a coach takes all passengers. Boats may also be obtained here for short excursions on the lake. Hotels, *Sun* and *Crown*. The Eamont enters the lake near Pooley, and is crossed by a fine stone bridge. Ensemere, a villa which was for some time the residence of the late William Wilberforce, lies about half a mile distant, on the eastern shore of the lake.

Ullswater is perhaps the grandest of the English lakes, and is by many regarded as a miniature Lucerne; it is nine miles in length, with a varying breadth, and a greater average depth than the other lakes. It

is divided by mountains into three separate parts or *reaches*, the scenery toward Patterdale being the finest. A road runs along the western shore from Pooley Bridge to Patterdale; distance ten miles. After passing through several small villages, we reach on this road Halsteads, the seat of W. Marshall, Esq.; one mile farther Gowbarrow Park (belonging to H. Howard, Esq., of Greystoke Castle, to whom it descended after the death of his uncle, the 11th Duke of Norfolk) is entered. This park contains over a thousand acres of ground; on a slight eminence within its limits is a hunting-box call Lyulph's Tower, which commands a splendid view of the lake. The road next crosses a small stream, which about a mile above the bridge forms a fine cascade called Airey Force. The water here falls perpendicularly through a chasm from a height of eighty feet; it is divided at the top into two streams, which unite before they reach the bottom of the fall.

Patterdale. Hotels, *Ullswater* and *Patterdale*. Here the tourist fond of climbing may pass a day in order to make the ascent of Helvellyn, for which ponies and guides may be obtained at either of the hotels. The time occupied in the ascent and descent being about three hours. The height of the mountain is about 3118 feet. Patterdale Hall is the principal seat in the neighborhood. From Patterdale the traveler may return to Pooley Bridge by steamer, or may take a coach which runs daily to Bowness and Windermere Station.

ROUTE No. 90.

Lancaster to Carlisle (by the western coast), via *Ulverston, Whitehaven, and Maryport*, by rail. Time, 5 hours.

Ulverston, situated about a mile from the estuary of the Leven, contains 6630 inhabitants. It is a market-town and port, and ship-building is carried on to some extent. Hotels, *Sun* and *Braddyll's Arms*. The distance from Lancaster to Ulverston is

twenty-two miles; in addition to the rail, this distance may be performed by crossing the sands of Morecambe Bay, which are twice a day left perfectly dry by the ebbing of the tide, and may be crossed in safety, though *never without a guide*. Comstread Priory is two miles distant from Ulverston, near the sea-shore. It is called, from the beauty of its situation, the "Paradise of Furness." Six miles and a half southwest of Ulverston are the ruins of *Furness Abbey*, belonging to the Duke of Devonshire. It was founded in 1127 by monks of the Cistercian order, who were invited to settle here by Stephen, Earl of Boulogne and Morton, afterward King of England. King Stephen endowed the convent not only with lands contiguous to it, but with estates in all parts of England and Ireland; he also granted extraordinary privileges, which, together with the grants of land, were ratified by twelve successive kings. Nine other abbeys were under its jurisdiction; and the society had the right not only to appoint all its civil officers, and to levy fines according to its discretion, but it also possessed a criminal jurisdiction independent of the king. Fifty years after the introduction of the Cistercian order into England—Furness claiming to be the parent abbey—there were no less than eighty-five monasteries of that order existing. The strict rules were soon relaxed, not only at Furness, but elsewhere, and the abbey became notorious for its luxury and want of discipline. A large and independent trade was carried on with foreign countries—the iron mines of Furness furnishing a valuable article of exchange to the monks, who possessed their own ships of burden. They could also command among their tenants a military force of 1200 men, of whom 400 were horsemen. At the time of the dissolution, the boundary-wall inclosed an area of sixty-five acres, within which were gardens, fish-ponds, breweries, bakeries, granaries, malt-kilns, etc. There were then but thirty-three monks, and 100 other inmates, many of whom were servants. The abbey, with its dependencies, is built of soft red sand-stone, which does not admit of great ornamentation. The church is 287 feet long, and the walls, in many places five feet thick, are very well preserved. Three of the pillars, and the most eastern of the four arches which supported the great tower ris-

ing from the centre of the transept, are still entire. The high-altar stood below the east window, the glass of which may now be seen at the church of Bowness; the sedilia, formerly richly gilt, still remain. Within the choir are numerous interesting monumental ornaments and slabs. South of the chancel is the chapter-house, with side chapels, and a vestry between the two. In this originally most beautiful building a pillar has been reconstructed out of fragments, and placed in its former upright position, to give some idea of what the beauty of its style and architecture must have been. The present hotel was formerly the abbot's house; here some fine bas-reliefs, which formerly ornamented the abbey, may be seen. The abbots of this convent succeeded each other during a period of 400 years, and held unlimited sway over the neighboring population, who lived always in a state of vassalage. The last of these abbots, Roger Pyle, made a formal surrender of the abbey to Henry VIII.

A few miles from Furness Abbey is situated the rising town and port of *Barrow*. *Hotel Royal*. At the early part of the present century Barrow contained only two or three fishing-huts; now it has a population of 20,000, mainly owing to the energy and capital of the railway company. It is now the port of shipment of the Furness iron-mines. A visit should be made to the immense iron-works of Messrs. Schneider & Co., one mile from the town. The extensive floating-docks should also be visited.

Thirty miles from Ulverston we reach *Egremont*, a small market town of about 2500 inhabitants. To the west of the town stand the ruins of Egremont Castle. This was built by William de Meschines soon after the Conquest. General Wyndham is the present owner of the castle. Iron ore abounds in the neighborhood of Egremont, and is carried unsmelted to *Whitehaven*, where it is shipped. This town contains about 18,842 inhabitants, and is a seaport of some importance. Hotels, *Globe* and *Black Lion*. The coal mines of Whitehaven are its great source of wealth. They lie underneath the town, and extend more than two miles beneath the bed of the sea; the sea, indeed, frequently bursts into the mines, causing fearful destruction of life and property. Large quantities of coal are shipped daily, sometimes amounting to

1500 tons. Steam-boats run from Whitehaven to Belfast, Dublin, Liverpool, and the Isle of Man. Travelers wishing to take the shortest and cheapest route to the Lake district may take a steamer from Liverpool to Whitehaven, and thence proceed to the lakes by way of Workington and Cockermouth.

Cockermouth is about fourteen miles from Whitehaven. Population, 7057. Hotels, *Globe* and *Sun*. This town is the birth-place of Wordsworth—born in April, 1770. The ruins of the castle, which stand on the east bank of the Cocker, are very interesting. This building was erected by the Lord of Allerdale soon after the Norman Conquest. Mary Queen of Scots was confined here in 1568. St. Mary's Church contains a memorial window to Wordsworth.

Workington is on the line of the Coast Railway, three miles from Whitehaven. Here Mary Queen of Scots landed after the defeat of her army at Langside, having crossed Solway Firth in a fishing-boat. She was received at Workington Hall, the seat of the Curwens, with the greatest hospitality. *Maryport*, seven miles from Whitehaven, contains 6037 inhabitants. Coal is the chief article of export, which is shipped by means of tramways. The remains of the Roman station *Virosidum* are to be seen on a cliff to the north of the town. This was a very large camp, the ramparts of which are still defined, commanding a view of the Solway Firth and Irish Channel. The excavations were made in 1766. Some portions of the eastern gateway still remain, the approach to which was found to be indicated by marks of chariot-wheels. "The workmen found the arch of the gate bent violently down and broken; and on entering the great street disclosed evident marks of the houses having been more than once burned to the ground and rebuilt. The streets had been paved with broad flagstones, much worn by use, particularly the steps into a vaulted room, supposed to have been a temple. The houses had been roofed with Scotch slates, which, with the pegs that fastened them, lay confusedly in the street. Glass vessels, and even mirrors, were found; and coals had evidently been used in the fireplaces. Foundations of buildings were around the fort on all sides."—LYSONS. There was also a well within the station.

ROUTE No. 91.

Carlisle to Newcastle, via Haltwhistle and Hexham, by rail. Time, 3 hours; fare, 11s.

Carlisle, see Route No. 88.

Leaving Carlisle by a branch of the Northeastern Railway, the first place of importance reached is *Brampton*, formerly a Roman station. It is a pretty town, situated in a narrow valley, and containing 2300 inhabitants. *The Mote* is the name given to a hill near the town, 360 feet high, which is surrounded by a fosse, and is believed to have been either a Saxon court of justice or a Danish fort. Two miles from Brampton is a cliff called *Hilbeck*, bearing an inscription cut by the Second Roman Legion (*Augusta*), which was stationed here under the command of the Propraetor *Agricola*. The base of the rock is washed by the river *Gelt*, and the inscription is placed about five feet above the water, according to which "the vexillarii of the Second Legion were, in the consulship of *Flavius Asper* and *Albinus Romanus* (A.D. 270), employed to hew stone here for the Romans."

Haltwhistle is a small market-town of 1750 inhabitants, whose houses still bear traces of battlements and other fortifications, rendered necessary by the constant depredations of the border wars. The principal building is the Church of the Holy Cross, in the Early English style, restored in 1868. It contains some curious ancient monuments, among others one of *Bishop Ridley's* brother-in-law, with the date 1562. *Bellister Castle*, long the residence of the *Blinkinsopp* family, lies half a mile from *Haltwhistle*, on the opposite bank of the *Tyne*. It consists of a border tower with a manor-house attached, shaded by large sycamore-trees; both are now in ruins.

Hexham, once a place of great importance as the capital of *Hexhamshire*, is now a large market-town of 9665 inhabitants, consisting of one long main street, from which two narrow streets lead to the market-place. This was formerly interesting from its antique appearance, which is unfortunately fast disappearing day by day. On the south, near the covered market, is a fountain called the "*Pant*," bearing the inscription "*Ex domo Roberti Allgood armigeri, Anno D.M. 1703.*" On the western side stands the church, and on the east is an

old gray tower dating from the time of Edward III. Another much larger tower, called *Moot Hall*, may be reached by passing through a Gothic arch into Hallsgarth Street; the date of this is unknown. The Abbey or Cathedral Church of St. Andrew is a magnificent building in the Early English style, with a tower 100 feet high, surrounded by an arcade of five lancets. The church was formerly cruciform, but the nave having been destroyed by the Scots in the time of Edward I., has never been rebuilt. The transept is 158 feet in length; the arches and pillars in the centre, supporting the tower, are most magnificent, and ornamented with rich carvings, which have been unfortunately greatly obscured by whitewash. The monuments, some of which are very fine, have been nearly all removed to the transept. "Prior Richard's Shrine," of carved oak, in the southern transept, is particularly worthy of notice. A richly carved rood-screen separates the choir from the transept; on the inside is the figure of the Virgin surrounded by those of seven early bishops of Hexham, while on the outside are paintings from the Dance of Death. In ancient times it was the custom to hang a glove in the church of Hexham as challenge to an adversary. This custom is alluded to by Scott in "Rokeby:"

"Edmund, thy years were scarcely mine,
When challenging the clans of Tyne,
To bring their best my brand to prove,
O'er Hexham's altar hung my glove;
But Tynedale nor in tower nor town
Held champion meet to take it down."

A Saxon crypt was discovered under the nave in 1726, which was part of the original church built by the first bishop, Wilfrid.

ROUTE No. 92.

Lancaster to Leeds, via Skipton, by rail. Time, 3 hrs. 10 min.

Lancaster, see Route No. 88.

Halton is the first station passed. It is a small village with a pretty church, in

whose burial-ground a Roman votive altar was discovered; a chased silver cup was also found on Halton Moor. Within the church is a monument bearing the following curious epitaph:

"He was—but words are wanting to say what.
Think what a man should be; though an
attorney, he was that."

Leaving Halton, the line after crossing and recrossing the Lune reaches *Caton Station*, where Roman antiquities have also been discovered. In 1803 a milliarium was found, also a pillar bearing an inscription to the Emperor Adrian. *Hornby* is a picturesquely situated village, with a castle believed to occupy the site of a Roman villa, owing to the quantities of coins and ornaments which have been discovered in excavating here. A fortress was first erected here by Nicholas Montbeggon, and after passing through various hands became the property of Sir Edward Stanley, who was created Baron Monteagle by Henry VIII. The present building was erected by him, although it has undergone some alteration from the hands of other owners. The keep, with the motto of Lord Monteagle on the northern side, "Glav et Gant," or sword and glove, is the oldest portion of the castle.

Passing through *Wennington Junction* (whence a branch line runs to Carnforth) and Bentham, we reach *Clapham*, famous for its cave and lovely scenery. The village is one mile from the station; at the *New Inn* guides may be obtained for visiting the cavern, which is reached on foot through the grounds of Ingleborough Hall. The price for a single person to enter the cavern is 2s. 6d.; for a party of eight or ten, 1s. each. This cave, entered by a low opening, has been explored to a distance of 2106 feet from the entrance. Up to the year 1837 it was supposed to be but 80 yards in length, owing to a wall of stalagmite which obstructed farther progress. At the extremity of the cave a stream of water falls into a pool, which was explored by Mr. Farrar (by swimming). A rock of limestone, of which the entire cavern is composed, stopped all farther progress, and proved to be its limit. Water having ceased to run over the stalactites of the old cave, they have lost their virgin whiteness and become a dull brown in color, resembling clusters of petrified moss. In

the new cave, however, the stalagmites are of a glittering whiteness; a long passage lined with these leads to the Pillar Hall, where stalactites and stalagmites have united to form transparent pillars, and producing a most beautiful effect. A narrow passage beyond this hall, through which you have to creep, leads to the Giant's Hall, another magnificent room, from the side of which two small holes lead to a lower level, where is situated the pool already mentioned. White rats inhabit this cave, which is of easy access and may be explored by ladies, with proper attention to dress. The ascent of Ingleborough may be made from Clapham, the distance being about four miles. On the summit of this mountain, 2361 feet above the level of the sea, is a walled hill fort inclosing about fifteen acres, containing some foundations of huts, and resembling many found in Ireland and North Wales. The view from here embraces all the neighboring mountain groups, but the summit is rarely free enough from clouds to allow its full beauties to be enjoyed.

Skipton, a town containing 6078 inhabitants, consists of one long main street, at the head of which stand the church and castle. This is the capital of Craven, which belonged between the 12th and 15th centuries to the houses of Percy and Clifford, Skipton being the head of the latter barony. It is mentioned in *Domesday* as *Scepstone*, from *Scep*, a sheep, a name which was probably derived from the sheep-walks which cover the neighboring hills. The town is now famous for its cattle markets, which are held every two weeks.

The castle is divided into two periods—the towers dating from the reign of Edward II., and the eastern or inhabited portion from that of Henry VIII. The entrance is beneath a square tower, which bears the Clifford motto, “*Désormais*,” in open letters. The more modern portion of the castle consisted formerly of a long gallery, which was divided into smaller rooms during the last century. There is some tapestry of the time of Henry IV. well deserving of notice, as well as two portraits of the famous Lady Anne Clifford, who regained and restored the castle after its partial demolition in the Parliamentary Wars. Skipton Church, adjoining the cas-

tle, is only interesting as being the burial-place of the Earls of Cumberland and their countesses, whose tombs are marked by some fine monuments.

Skipton was the birthplace of Lord St. Leonards and of the antiquary Holmes.

About one hour from Skipton *Kirkstall*, site of the ruins of the beautiful Kirkstall Abbey, is passed. This abbey was founded by Henry de Lacy in the first half of the 12th century, who during a dangerous illness made a vow that in case of recovery he would erect a Cistercian convent. The abbey was first established at Barnoldswick in Craven, but the monks having encountered many difficulties there, the site was changed to Kirkstall, and Henry de Lacy laid the foundation of the church with his own hands, and the whole was completed at his expense. The ruins are now the property of the Earl of Cardigan, and may be visited on payment of a small sum at the entrance. Their proximity to Leeds has tended to decrease their beauty, many parts being blackened by the smoke of that manufacturing city, which has also completely discolored the waters of the Aire that flow past the ruins. In 1856 some excavations were undertaken by a committee from Leeds, who leased the ruins for that purpose; when glass and pottery, ornamented keys, encaustic paving tiles, etc., were discovered in large quantities, as well as a mould of Caen stone for casting metal escalop shells, and a chess-piece of the 12th century carved from the tusk of a walrus.

Leeds, see Route No. 83.

ROUTE No. 93.

Sheffield to Lancaster, via Penistone, Huddersfield, Halifax, and Bradford, by rail. Time, 3 hours.

Sheffield, see Route No. 80.

Penistone is a large village chiefly noted for its cattle market, containing a fine

church, restored in 1863. The ancestors of William Wordsworth resided in the parish of Penistone until the last century, when the poet's grandfather removed to Westmoreland. In the neighboring hills are two remarkable intrenchments of circular form, about 900 feet in circumference, with an external ditch, and with entrances facing each other north and south.

Huddersfield, a town containing 38,654 inhabitants, is situated in the valley of the Colne, just below the junction of that river with the Holme. Cloth-weaving is here carried on to a great extent, and the abundance of water-power, as well as the coal which is found here in plenty, greatly increases the facility of manufacture, and consequently the prosperity of the place. Beyond the mills and factories the town contains little of interest, the churches being all modern. There is a Mechanics' Institution, a Literary and Scientific Society, and a Cloth Hall, built in 1768, which would repay a visit on market-days.

Halifax, situated on the Hebble, ranks third in importance as a cloth manufacturing town, being exceeded in the quantity produced by Leeds and Bradford. Population 37,208. Hotels, *White Swan* and *Railway*. In 1443 there were not more than forty houses at Halifax, until in the reign of Henry VII. cloth-making was introduced by Flemish workmen. Since then the town has gone on rapidly increasing, and the manufacture of worsted stuffs begun in the last century has nearly doubled its trade. Over 17,000 hands are employed in that manufacture alone. The principal buildings of Halifax are the Parish Church of St. John, the Church of All Souls, the Town-hall, the Cloth or Piece Hall, and the Manor Court-house. The parish church dates mostly from 1447, but retains portions of two earlier churches—one Saxon, and the other of the 13th century. The modern Church of All Souls is a beautiful building, erected and endowed by E. Akroyd, Esq. The foundation-stone was laid in 1856, and the whole was completed in 1859, at a cost of \$350,000.

In the western part of the town, in a court opening from Gibbet Lane, is a platform of stones about eight feet in height, where the once famous Halifax gibbet stood. Any person discovered stealing cloth, after being taken before the bailiff

and tried, if found guilty, was beheaded here. Such an execution could only take place on the principal market-day; and if the offender had been tried and condemned before that time, he was placed in the stocks, and exhibited on ordinary market-days with the stolen goods either on his back or before him. From 1541, when this gibbet was erected, to 1650, when this mode of execution was abolished, more than 50 persons suffered punishment here. The platform is now grass-grown, and the walls of the court are covered with ivy. The gibbet itself was a rude instrument, with an axe about eight pounds in weight fixed in a block of wood hanging from a framework about fifteen feet high. The axe was grooved so that it might descend rapidly, and death was instantaneous.

On the route from here to Bradford the country abounds in mills, factories, and collieries; four tunnels and several unimportant stations are passed before reaching the latter place.

Bradford, the great seat of the worsted trade, is situated at the union of three extensive valleys, where three railroads meet. It contains a population of 106,218. Coal and iron abound in the vicinity, but spinning and weaving worsted and woolen cloths is the chief employment of the inhabitants. There are altogether about 180 mills, employing 12,000 hands. The principal buildings are St. George's Music Hall, opened in 1853, the Town-hall, Court-house, and Exchange. Peel Park, containing 64 acres, is about a mile from the town.

Leeds, see Route No. 83.

ROUTE No. 94.

London to Great Malvern, via Oxford and Worcester, by rail, 128 $\frac{3}{4}$ miles. Time, 3 hrs. 25 min.; fare, £1 3s.

From Paddington to *Oxford*, see Route No. 85; distance, 63 $\frac{1}{2}$ miles. Hotel, *Clarendon*.

At Chipping Norton Junction, on the

route to Worcester, a branch line leads off to *Stow-on-the-Wold*, an ancient market-town, first built in a wood, from which circumstance it derives its name as well as the following traditional verse—

“A squirrel can hop from Swell to Stowe,
Without resting his foot or wetting his toe.”

The church, containing specimens of every style of architecture, was built by the monks of Evesham; it is surmounted by a fine tower of four stories, adorned with pinnacles; it is 80 feet in height, and contains a chime of six bells, the oldest bearing the date 1606, with the words, “God save King James.”

Moreton is a small market-town, consisting of one main street about half a mile in length, and containing 2000 inhabitants. Three miles to the northeast lies Chastleton Hall, one of the estates sold by Catesby to raise funds for carrying out the Gunpowder Plot. In this house is an interesting miniature of Charles I., with the different events of his life printed on the covers. This is one of four made by order of Charles II., and presented by him to the owner of Chastleton. *Blockley*, the next station passed, was a place of importance under the Saxon kings.

Evesham, situated on the right bank of the Avon, contains 4890 inhabitants. The town owes its existence to a monastic institution founded here by St. Egwin in the 8th century, who, having been sent in fetters to Rome on a false accusation, was happily delivered through the instrumentality of a fish caught in the Tiber, in whose stomach the key of the fetters, thrown by the saint into the Avon before setting out, was found. The Pope considered this miracle a refutation of all accusations, and St. Egwin was allowed to depart in peace. The abbey was at one time one of the largest and most prosperous in the kingdom, but at the Dissolution it was almost entirely destroyed, the only portion which escaped being the bell-tower added to the abbey by Abbot Lichfield in 1533. Simon de Montfort's mutilated trunk was buried before the high altar of the abbey church, which is now completely destroyed. Within the church-yard are two churches, St. Lawrence's, of the 16th century, which has been restored, and All Saints, which contains the highly decorated mortuary chapel of Abbot Lichfield.

Greenhill, an eminence situated a little to the north of the town, was the site of the battle of Evesham, fought between Simon de Montfort, who held Henry III. prisoner, and Prince Edward, afterward Edward I. A spring, called Battle Well, marks the spot of Simon's death, by which event the royal authority was fully re-established. Passing Fladbury Station, an ancient village which existed as early as A.D. 691, when, under the name of Fledanbyrig, it was given to the See of Worcester by King Ethelred, we reach *Pershore*, eight miles from Worcester. A religious house was founded here as early as A.D. 689 by Oswald, nephew of Ethelred, King of Mercia, which became in 970 a Benedictine abbey by charter from King Edgar. The Church of the Holy Cross, the only portion now standing, contains some very interesting monuments. The tower, dating from the 14th century, is square in form and of great beauty.

Worcester, capital of the county of that name, is situated on the left bank of the Severn, 66 miles from Bristol, and is nearly in the centre of England. Population 37,231. Hotels, *Star and Garter* and *Hop Pole*. Worcester is chiefly visited for its Cathedral: this is a fine building, in the Early English style, with the exception of the crypt, which is Norman. It is in the form of a double cross, 384 feet long, with a tower rising 170 feet. The oldest part now standing dates from 1218, when it was restored after a fire; it was formerly the church of an abbey founded by the Saxon kings. Among the tombs are those of King John, the most ancient royal monument in England, whose body was shown to the people in 1797, and then replaced; of Arthur, son of Henry VII.; and of Bishop Hough, the bas-reliefs of which are some of the best works of Roubiliac. The old cloisters are now occupied by the cathedral dignitaries, and contain some of the best stained windows in England. Among the other buildings may be mentioned the Episcopal Palace, the Guildhall, the Town-hall, Edgar's Tower, a curious piece of antiquity; the County Jail, which occupies the site of the ancient castle; and the Theatre, built in 1870.

Leaving Worcester either by the Shrub Hill Station or Foregate Street Station, in twenty minutes we reach

Malvern, a place of considerable antiquity, situated on the slope of the Malvern Hills, about 29 miles from Gloucester and 8 from Worcester. It is divided into two parts, Great and Little Malvern, which are about $3\frac{1}{2}$ miles distant from each other. The mineral springs for which Malvern is celebrated lie between the two. These springs are called St. Anne's and Holywell; the water is slightly tepid and sulphureted, and is chiefly useful for skin diseases. Besides its mineral springs, Malvern is also celebrated for the extent to which the hydropathic system, or water-cure, is carried on, it being the recognized head-quarters of hydropathy.

Malvern was a place of importance in ecclesiastical history; its name was derived from the British *Moel* and *Vern*, signifying the mountain on the plain. The beauty of its situation, the diversity of scenery, and the purity and salubrity of its climate, added to its medicinal springs, render it a favorite place of resort during the summer season. The population in 1871 amounted to 7606, which is of course greatly increased during the summer months.

Malvern Priory, endowed by Edward the Confessor, was one of the most flourishing of the monastic establishments existing during the Middle Ages; the Refectory and gateway now alone remain, the latter being a beautiful specimen of the later English style. Malvern Church originally formed a part of the Priory, but at the dissolution of monasteries it was bought by the inhabitants for a parish church. It is a fine Gothic structure, 173 feet in length and 63 in breadth, with a tower 124 feet high; it was reconstructed in the 15th century, and greatly beautified by Henry VII. and his queen, who after their visit to Malvern filled the windows with stained glass; one of these, the western, still remains, and represents "The Presentation in the Temple," "The Salutation of Elizabeth to Mary," "The Angel appearing to

Mary," "The Last Supper," and "The Blind restored to Sight." The tessellated pavement of this church was once remarkable for its beauty and richness of design; many of the tiles still remain, each with a different design, many having the armorial bearings of different families in the neighborhood of Malvern; the kiln at which these encaustic tiles were made by the monks has been discovered about 200 yards from the church and abbey gateway; many pieces were found here corresponding in pattern with those in the Malvern churches. In addition to the parish church, there are ten others in Malvern or its vicinity.

Malvern College, founded in 1863 by the Bishop of Worcester, is a fine building situated on the slope of North Hill, where about 600 boys are prepared for the universities. The Worcestershire Beacon is one of a range of hills forming part of the boundary-line between Worcestershire and Herefordshire: it rises 1300 feet above Great Malvern, and commands from its summit a most glorious view, comprising Worcester (8 miles), Gloucester (26), Cheltenham (22), Tewkesbury (16), and Evesham (21). St. Anne's Well may be visited in making the descent; from here a path leads to the Sugar Loaf, a hill which forms the connecting link between the Beacon and North Hill. Its summit commands a view of the villages of Mathon, Colwall, Cradley, and West Malvern. This last consists principally of detached villas belonging to private families, and standing in their own grounds. The drive from Malvern here, returning by the Wytche road, should not be omitted (6 miles). The ascent of the North Hill may be made past the Ivy Scar Rock, an eminence covered with ivy, strongly resembling the ruins of an ancient castle.

At Malvern Wells, two miles from Malvern, is situated the hydropathic establishment, adjoining the Holy Well already mentioned. A drive should be taken to Little Malvern to visit the old Norman church, an interesting ruin, of which the tower and choir alone remain. Some three miles from Little Malvern stands Eastnor Castle, open to visitors on Tuesdays and Fridays. Near the building is an obelisk, 90 feet in height, erected in 1812 to the memory of Lord Chancellor Somers, James Cox, who fell in bat-

tle (1768), and of E. C. Cocks, who died before Bruges, aged twenty-six. The Herefordshire Beacon rises just back of Little Malvern, and is crowned by a camp or hill fort, such as has been already described. Cowleigh Park is a favorite resort for pedestrians and equestrians, the scenery between it and Malvern being of unequalled beauty.

Malvern is 120 miles distant from London, 115 from Liverpool, 120 from Manchester, 66 from Bath, and 60 from Bristol.

Malvern to Hereford (Route 97), in 43 m.; *to Liverpool, via Worcester*, in 3 h. 10 m.; fare, £1 13s. 6d.

ROUTE No. 95.

London to Penzance, via Reading, Bath, Bristol, Exeter, Torquay, Dartmouth, and Plymouth, from Paddington, in 9 hrs. 20 min.; fare, 63s. 6l. (Limited mail as far as Bristol; time, 3 h. 20 m.)

London to Reading, see Route No. 85.

At Reading a road leaves the main line for Hungerford, Marlborough, etc., and Devizes, connecting again at Bath, the main line passing through Didcot and Swindon.

From *Hungerford Station*, 61½ miles from London, an excursion may be made to Littlecote, the seat of the Popham family. This building was erected by the Darells in the 16th century, and sold in the reign of Elizabeth to Judge Popham. By many it is believed, however, to have been offered as a bribe to that officer by William Darell, who was accused by a midwife of having burned a child born in the house. According to this woman's story, she was escorted from Berkshire, in the dead of night, by a messenger who placed her blindfolded on a horse, and, after riding with her for some distance, stopped at a house where she performed her duties to a masked lady. Immediately after the child's birth, a villainous-looking man entered and threw the babe on the fire blazing on the hearth, by which it was completely consumed. The horror of this crime so troubled the midwife's mind that, notwithstanding the large bribe she had received, she confessed the whole to a magistrate, showing at the same time a piece of the bed-curtain which she had abstracted. The great hall of the house is hung with

every species of armor, including buff-jerkins and steel caps belonging to Cromwell's Ironsides. There is a fine gallery 100 feet long, filled with family portraits, including those of Nell Gwynne and Judge Popham. A curious instrument of torture, called the finger-stocks, is also shown, used in former times for the punishment of servants. Visitors are only allowed entrance to the Hall during the absence of the family.

From *Savernake Station*, 70 miles from London, a branch line runs to Marlborough. Savernake Forest and Tottenham are the property of the Marquis of Ailesbury, and extend over a tract of country 16 miles in circumference, lying east of Marlborough. The forest is said to be the only one in the country in the possession of a subject, and was part of the jointure of Queen Eleanor. Here is an oak of great antiquity, called the King Oak or Duke's Vaunt, from having been a favorite of Protector Somerset; there is also a magnificent avenue of beech-trees four miles in length, and a creeping oak, with a monstrous limb growing along the ground. *Tottenham House* was begun in 1781 by the first Earl of Ailesbury, and is a large plain building, originally designed as a hunting-seat. There are some fine pictures by Van Dyck, Murillo, Raphael, Poussin, and Lely.

Marlborough may be reached either by a branch line from Savernake or by a walk through the forest of some five or six miles. The castle, built in the reign of Henry I. by Bishop Roger of Salisbury, has been inhabited by a succession of sovereigns. In the reign of Edward VI. it was granted by the crown to the Dukes of Somerset, and was by them let on lease to Mr. Cotterell, who opened it as an inn. For almost a century the "Castle Inn" was known as one of the finest in the kingdom. Here the great Lord Chatham put up in 1767 for about three weeks, having been attacked by gout on his way to London. In 1779, the house was purchased by the Marquis of Ailesbury, in whose family it still remains.

A pleasant day's excursion may be made from Marlborough to the Devil's Den, Avebury, and Silbury Hill. A carriage for this excursion may be procured at the Ailesbury Arms for 7s. 6d.; the time employed being about three hours.

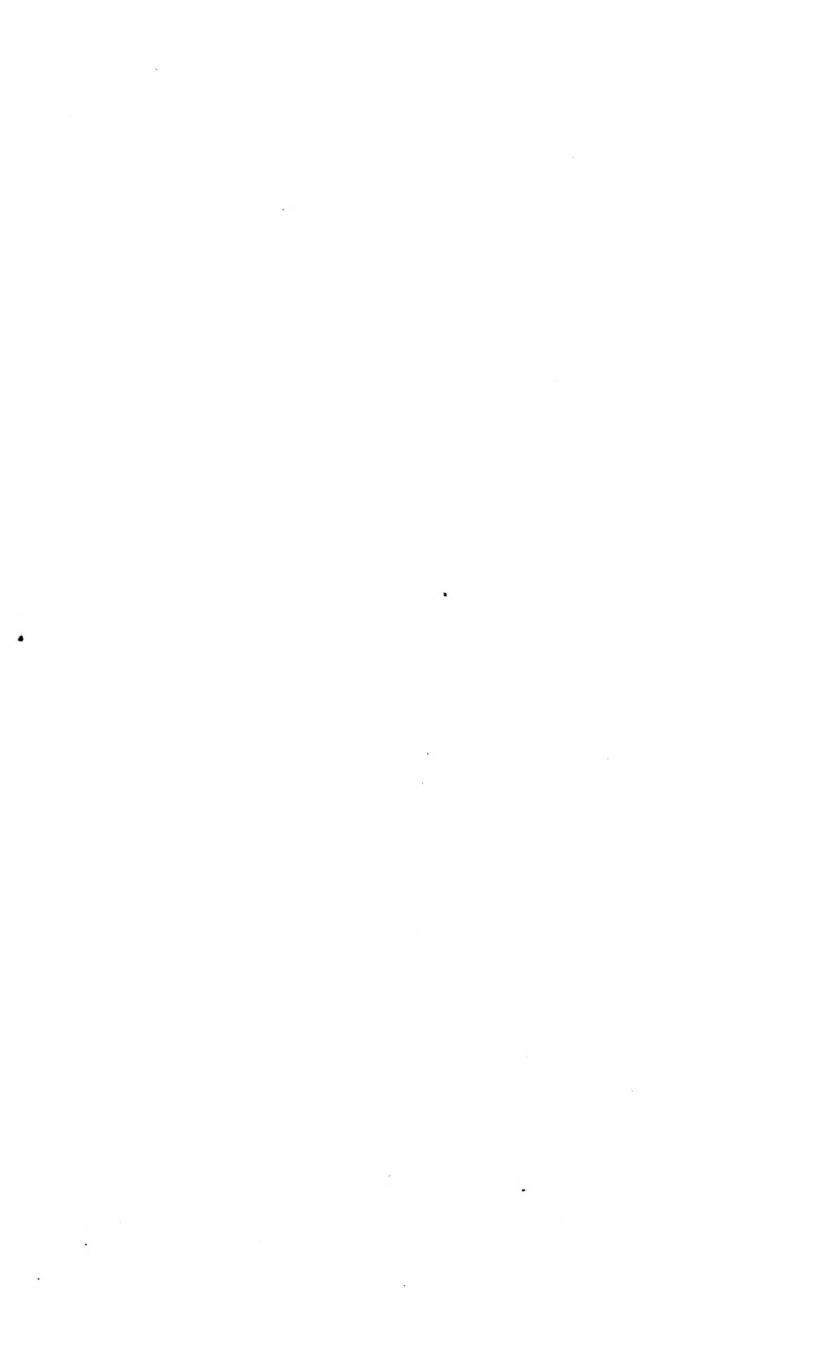
The *Devil's Den*, soon reached, is a cromlech about ten feet high, consisting of a slab twelve or fifteen feet in length, originally supported by four blocks, of which two only now remain in an upright position. The village of *Avebury* is almost entirely built of fragments from the huge stone circles existing here for centuries, more than 650 stones having been destroyed for building purposes. These circles of stones were formerly surrounded by an earthen rampart 70 feet in height, and nearly circular in form, with a circumference of 442 feet. Within this was a deep fosse, along the inner margin of which huge unhewn stones, about 100 in number, were placed, 27 feet apart; of these 15 only now remain, 10 of which stand erect. Within this circle were two smaller ones, consisting originally of thirty stones each; of the most northern 4 alone remain, 3 being erect, and of the southern 5 remain, 3 of which are prostrate. Each of these secondary circles had inner circles of twelve stones, of which the traces still exist. In the centre of the northern circle stood three large stones forming an adytum: two of these are still in existence, the taller being 17 feet in height, 7 feet 7 inches in width, and 2 feet 4 inches in thickness. The circular earthwork was approached on the S.W. and S.E. by double avenues of upright blocks, 72 feet in width, each consisting of about 200 stones placed in pairs, 48 feet apart. *Avebury* dates from a period previous to the conquest of Britain by the Romans, and is believed by most antiquaries to be older than Stonehenge. Many theories exist in relation to its use, but only one fact is undeniable—that it was never intended for a military work, as is proved by the existence of the fosse inside instead of outside the earthen rampart. Close to the earthen rampart stands *Avebury Church*, a Norman structure of flint and stone; a mile to the southeast rises *Silbury Hill*, close to the Roman road from *Marlborough* to *Bath*. This is certainly the largest artificial hill in Europe: its form is that of a truncated cone, 1657 feet in circumference at the base, with sides sloping upward at an angle of 30°; it is 125 feet in height, with a circular area on the summit 104 feet in diameter. The base was formerly surrounded by a circle of stones, placed 18 feet apart, but few of these are

now visible. The object of this enormous hill, as well as the time of its construction or the people by whom it was erected, is completely shrouded in mystery.

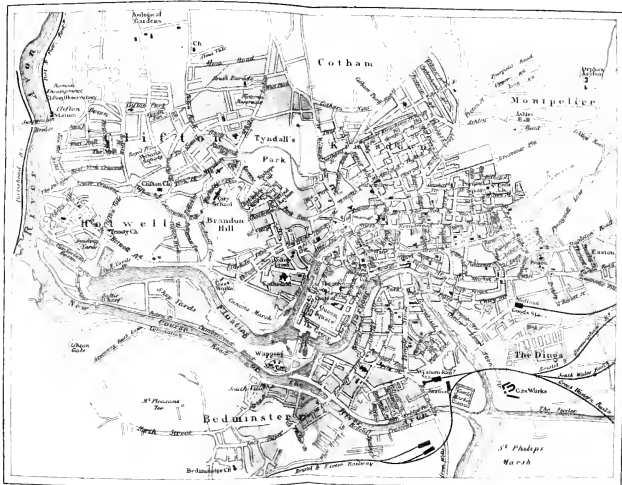
Passing through *Devizes*, containing the ruins of an ancient castle, we soon reach

Bath, 107 miles from London, a beautiful and very ancient town, which has from the earliest times attracted attention by its medicinal springs; it is greatly resorted to by visitors in search of health and pleasure. The Romans erected baths here as early as A.D. 43. These were discovered about a century ago, near the Abbey. They lie about twenty feet below the present soil, and measure 240 feet by 120 feet. Serious excavations were again commenced in 1882. There are four hot springs in *Bath*: the Hot Bath, the King's, the Queen's, and the Cross Bath: the first is the highest in temperature, 117° of Fahrenheit, and yields 128 gallons a minute. The King's Bath is situated in a fine Grecian building open to the sky, with a colonnade extending from one side. The principal buildings in *Bath* are the Pump-room, Assembly Buildings, and the Abbey Church. The last contains numerous monuments, among them that of *Beau Nash*, formerly styled King of *Bath*; *Sir Walter Waller*; and *Quin*, the actor. On *Lansdowne Hill* stands a very lofty tower, erected by *William Beckford*, author of "*Vathek*." He died at *Bath* in 1844, and is buried in a cemetery formed from his own grounds. The population of *Bath* is 52,533. Hotels, *York House* and *Grand Pump Room*. The town is situated on both sides of the *Avon*, ten miles above *Bristol*. In the vicinity are situated the ruins of *Farleigh Castle* and of *Hinton Priory*, both well worth a visit.

Bristol is the third commercial city in England. The distance from London by railway is 118 miles. The *Grand Hotel* is the largest and most convenient in *Bristol*, and one of the best in the west of England, offering every comfort to the traveler. *Bristol* is a large commercial city, lying chiefly on the north bank of the lower *Avon*, possessing magnificent docks. In consequence of the great rise of tides in the British Channel and in the river, the largest ships are en-



BRISTOL



abled to come up to the town. The buildings are rather peculiar, being built with gardens and terraces one above the other, resembling an amphitheatre. Educational institutions are numerous and highly appreciated. The city of Bristol is large, and rich in varieties of literature. Contributions to charitable institutions are very extensive, and the poor are provided for liberally and in various ways. Bristol was the birthplace of many distinguished men, among whom may be mentioned Robert Southey; Thomas Chatterton, the poet; Bayley, the sculptor; William of Worcester, the typographer; and Sebastian Cabot, who discovered Newfoundland in 1499. The city suffered severely in the Civil War of the seventeenth century, but was comparatively undisturbed during the War of the Roses. Its castle was built by the Earl of Gloucester, brother to the Empress Matilda, and was long one of the chief Western strongholds; having been dismantled and its fortifications demolished by order of Parliament in 1655, little now remains but the exterior walls and bastions. The Cathedral, once the church of a monastery founded in 1142 by Robert Fitzhardinge for Augustine canons, is situated on the right bank of the Avon, just outside the walls of Bristol; it occupies the site of the traditional Augustine oak, under whose branches a conference was held between the founder of the English Church and the British Christians. Of the original church built by Fitzhardinge only the walls of the transepts, the vestibule, and chapter-house remain. Although the See of Bristol is one of the poorest in England, it has been conferred upon many famous men: Fletcher, who, as Dean of Peterborough, troubled in her last hours the unhappy Queen of Scots by exhortations to change her faith; Lake, one of the seven Nonjuring Bishops; Trelawney, the subject of the well-known verses—

“And shall Trelawney die?
There's twenty thousand Cornishmen
Will know the reason why;”

and Butler, the author of “The Analogy of Religion.” St. Mary Redcliffe far excels the cathedral in architectural beauty, but wants the historical interest possessed by the latter. The northern porch, unique in England, is particularly worthy of notice;

the door is elaborately carved, and resembles one to be found in the monastery of Batalha, Portugal. Bristol possessed before the Reformation no less than 19 churches, of which 15 still exist. The other principal public buildings are the Commercial Rooms, Library, Victoria Rooms, Fine Arts Academy, Exchange, and Guildhall.

From Bristol travelers may return to America by the shortest and most direct route, taking the steamers of the Great Western Line. These are fine, first-class vessels sailing to New York, by taking which the dangers and discomforts of the English Channel are avoided. First-class fare, 13 guineas. Apply at the offices of Mark Whitwill & Son, Grove Avenue, Queen Square, Bristol.

Bristol to Ilfracombe, see Ilfracombe.

Bristol to Weston-super-Mare, 40 m. (rail).

Clifton is a charming suburb of Bristol, and is situated near the gorge of the Avon, which is about eight miles distant from the river's mouth. This chasm is 700 feet in width, and is spanned by a beautiful suspension bridge. The water flows below at a distance of 260 feet. On one side of the cliffs are the beautiful Leigh Woods, covering the cliffs with foliage, and on the other are dotted the houses of Clifton, which extend to the highest point. Here also are the Hot Wells, to which Clifton owes its fame and prosperity.

Cook's Folly is the name given to a picturesque tower situated on a hill overlooking the Avon, dating from 1693. It is so named from a tradition that a person called Cook shut himself up in the building to escape the fulfillment of a dream, which predicted his death by a serpent's bite. Unfortunately for the success of his attempt at evading the decree of the Fates, a viper was brought in with some fagots for the fire, which inflicted the decreed death-wound.

Taunton, 163 miles from London, derives its name from the River Tone, on which it is situated. Population, including neighboring parishes, 13,720. Hotels, *London and Castle*. This is believed to have been a Roman station from the number of coins found in the vicinity, and it was certainly a place of importance under the Saxons, who built a castle here in A.D. 702. This building had many successors before the reign of Henry I., when another was erect-

ed by Bishop Gifford. Additions were made by various bishops until after the Restoration, when the castle was dismantled and the moat filled up. Taunton Castle was twice defended by Blake against the Royalist forces in 1645. His heroic defense of the town is renowned in history, for after ammunition and provisions were alike expended, he still scouted at any idea of surrender, and declared that he would eat his boots before he would yield. Even when a breach had been made in the walls and part of the town was in possession of the enemy, he still resisted until the siege was raised by the approach of Fairfax. Taunton also took an important part in the Monmouth rebellion; the Duke was proclaimed King in the market-place, June 20th, 1685, after which his proclamations putting a price on the head of James II. were read. Dearly was the town made to pay for this disloyalty. After Monmouth's defeat at Sedgemoor, Colonel Kirke and his followers were sent to Taunton, and executions succeeded each other without any form of trial. One hundred persons were put to death in the week following the battle, and then the "Bloody Assize" presided over by Jeffreys began. The judge on his arrival threatened to depopulate the town, and only departed after having hung 97 persons and transported 385.

The Church of St. Mary Magdalene is celebrated for its fine tower, in four stories, 153 feet in height, which in lightness of effect, and richness of decoration and design, holds the first place among the Perpendicular towers for which Somersetshire is famous. In addition to several other churches, the remaining public buildings are the Town-hall, Literary Institution (containing a good Museum), and the County Shire-hall. A. W. Kinglake, Esq., author of the "History of the Crimean War" and "Eothen," was a native of Taunton.

Taunton Junction to Ilfracombe, via Barnstaple, see Ilfracombe, Route 105.

Continuing on through *Cullompton*, an ancient but uninteresting town, on the River Culme, we reach, five miles distant from Tiverton, *Tiverton Junction*. Population, 10,025. Hotels, *Angel* and *Three Tuns*. This town is situated at the junction of the Rivers Exe and Loman, and contains little of interest but the church and castle. The

latter was founded in the year 1100 by Richard Redvers, but the parts now existing probably date from the 14th century. The gateway, with some walls and towers overgrown with ivy, are all that now remain of the once beautiful residence of the Earls of Devon. The ruins are now the property of Sir W. Palk Carew, Bart.

Exeter, a place of 41,749 inhabitants, is the capital of Devonshire. It is situated on the River Exe, which is here crossed by a handsome stone bridge, erected at a cost of £100,000. It is 194 miles from London by Great Western Railway. Among the principal buildings are the Cathedral, Guildhall, Theatre, Bishop's Palace, Picture-gallery, and the Albert Memorial Museum. The Cathedral is a beautiful building, 375 feet long in the interior, with Norman towers 145 feet high: in one of these is the great Tom of Exeter, weighing 12,500 pounds. The west front, lately restored, is the finest part of the building, and its stained window is greatly admired. In the interior are several monuments of interest. The Chapter-house, which is Gothic, with a carved roof, contains a fine library. North of the city are the ruins of Rougemont Castle, said by some to have been erected in the time of Julius Cæsar, by others attributed to the Conqueror. It was razed by Parliament in 1646, when taken by Fairfax after a siege. It commands a fine view of the neighborhood.

An excursion may be made from Exeter to *Exmouth*, about 10 $\frac{3}{4}$ miles from the former place. This pleasant watering-place is situated at the mouth of the River Exe, and affords a fine harbor for ships of 300 tons. Here Alfred the Great made the first attempt toward the formation of a British navy. The town is sheltered from the northeast and southeast winds by high hills which rise in the background, rendering it celebrated for the mildness of its climate. Population 5228. Hotels, *Imperial* and *Beacon*. Not far from Exmouth, in the parish of East Budleigh, is the house in which Sir Walter Raleigh first saw the light in 1552.

Leaving Exeter, we soon reach *Teignmouth*, situated at the mouth of the River Teign, and containing 6022 inhabitants. Hotels, *Royal* and *Commercial*. This is, next to Torquay, the largest watering-

place in the county of Devonshire. Its distinguishing feature is a wide esplanade called the Den, formed by the shifting sands at the mouth of the river: from this a pleasure pier projects, with a light-house at the end, erected in 1844. The public Assembly Room is situated on the Den, and occupies a handsome building erected in 1826. The bridge crossing the river at Teignmouth is said to be the longest in England. It is constructed on thirty-four arches, and measures 1671 feet in length; it was built during 1825-27, the cost being about £100,000.

Twenty-four miles from Exeter is the fashionable watering-place of *Torquay*, which lies on a sort of peninsula, on the northeast side of Tor Bay. The climate of Torquay is soft and humid, and is particularly suited as a winter residence to persons suffering from pulmonary complaints; it is entirely protected from northeast winds, but the temperature varies considerably in different parts, there being a difference of five or eight degrees within two miles. Population 16,419. There are numerous hotels in Torquay, but for warmth and comfort we prefer the *Royal*, which commands a fine view of the bay. Amusements of every kind are attainable, there being a theatre, concerts, assembly-rooms, libraries, and a museum containing a fine collection. The Pier, erected in 1804, forms the fashionable promenade. Not far from the town are the ruins of Tor Abbey, well deserving a visit. This abbey was founded in 1196 for Premonstratensian monks by William, Lord Brewer, and was the richest of the thirty-two houses in England belonging to that order. It was purchased by the Carys in 1662; but although a mansion with wings has been added, many of the abbey buildings still exist. The gate-house dates from the 14th century, and bears under the vaulting the arms of the abbey, as well as those of Mohun, Brewer, and Speke. The chapel, formerly a refectory, but devoted to religious ceremonies in 1779, is also of the 14th century; and the barn, now used as stables, of the 13th century. This is sometimes called the Spanish barn, from the fact that several captives from the Armada were imprisoned here. Tor Bay, on which the abbey is situated, is nearly square in form, and is bounded on the north and the south

by the promontories of Hope's Nose and Berry Head. This bay is well protected from prevalent winds, and is capable of affording safe anchorage to the largest fleets—the entrance is about $4\frac{1}{2}$ miles wide. Here the Prince of Orange first landed, November 5, 1688, and after passing the night in a small hut on the shore—over which floated his flag, bearing the well-known motto, "God and the Protestant Religion"—he proceeded to Exeter, where he was received with acclamations, and where the Declaration was publicly read.

One of the favorite excursions in the neighborhood of Torquay is to Kent's Hole: a natural cave, which has been explored to a depth of 600 feet. Here were discovered bones of bears, hyenas, elephants, and other animals, which no longer exist in the country. The cave is situated about one mile from the town, and permission to explore it may be obtained at No. 1 Victoria Cottages, Abbey Road; price three shillings. A guide with a torch is required. There are two entrances, an eastern and western, consisting of two parallel ranges of galleries and chambers connected by the same opening. The interior was formerly hung with stalactites, of which some still exist, and are about eighteen feet in height, varying from two to seventy feet in width. The cavern terminates, at a distance of 600 feet, in a pool of water. The floor was at one time covered with stalagmites, varying from a few inches to two or three feet in thickness, but this has all been broken in the course of the scientific explorations which are continually going on.

The line from Torquay to Dartmouth encircles Torbay, and reaches in $4\frac{1}{2}$ mile Kingswear Station, whence a steam-ferry conveys the traveler to *Dartmouth*. This town is noted for the beauty of its situation; it is built in terraces on the shore of a lake-like harbor, which is only opened to the sea by a narrow channel called the Jaw Bones, and is surrounded by hills which rise to a height of 300 or 400 feet. It is a town of great antiquity, evidences of which will greet the traveler on his landing at the railway pontoon. Proceeding up Duke Street, he will see many ancient houses, for which the town is so remarkable, bearing upon their fronts dates ranging from 1625 to 1640. These, with their gables, piazzas, carvings, and wooden frame-work,

present a very picturesque appearance, but they are unfortunately fast giving place to more modern edifices. Hotels, *Castle* and *Quay*. The church of St. Savior, dedicated in 1372, should be visited on account of its fine stone pulpit, oak rood-screen, and southern entrance-door, with its curious iron ornament. Dartmouth Castle stands upon the extreme end of the promontory which bounds the entrance to the harbor. It consists of a round tower, dating from the reign of Henry VII., and a square tower of later period. Through the round tower the chain was passed which stretched across the harbor to defend its entrance, while a groove was scooped out of a rock on the opposite shore for its reception. In addition to the two towers, the wall and the ditch which surround the castle inclose the ruins of an ancient manor-house, a small church (St. Petrox), and a modern casemated battery. The best view of the castle is to be obtained from the sea in fine weather. Back of the building rises a hill to the height of 300 feet, whose summit is crowned by the remains of a fort mentioned by Fairfax in his dispatches to Parliament as Gallants' Bower.

Dartmouth, or its neighborhood, has been the birthplace of some famous men; notably, Newcomin, the inventor of the steam-engine; Sir Humphrey Gilbert, who took possession of the Island of Newfoundland in the name of Queen Elizabeth, was also born near the town; as well as Davis, the daring navigator.

Plymouth, a fortress and naval dock-yard, is 246 miles from London by the Great Western Railway. Plymouth derives its name from the River Plym, at the mouth of which it stands. The Royal Dock-yard, covering a space of 71 acres, is at Devonport, and the Victualing Office, Marine Barracks, and Naval and Military Hospital are at Stonehouse, though both are united under the name of Plymouth. Hotels, *Duke of Cornwall* and *Grand*. Population 68,080. The principal buildings are the Assembly Rooms, Theatre, and Royal Hotel, all forming part of one block, in the Ionic style; the Athenæum, the Exchange, Public Library, and Guildhall. The three harbors of Plymouth are—the mouth of the Plym, called Catwater; the estuary of the Tamar, called Hamoaze; and Sutton Pool; and are capable of con-

taining 2000 vessels. At the mouth of the Sound, three miles from the town, is the famous Breakwater, begun in 1812. It is 1700 yards in length, and is 70 or 80 yards wide at the bottom, narrowing at the top to ten or twelve yards. At one end stands a light-house, at the other a fort. Two and a half million tons of stone were sunk to form this dike. The first fort built in the Sound was erected at the invasion of the Spanish Armada, and it was from here that the English ships sailed out to meet and conquer their foes. The citadel of Plymouth stands on a cliff called the Hoe, which was first regularly fortified in 1670.

Ten miles from Plymouth is the new *Eddystone Light-house*, which stands on a rock in the open channel. It is of octagonal form, and the framework is composed of cast-iron and copper. The whole of the outside of the building is built of granite, as that stone is best able to bear the action of the sea. A portion of the old light-house stands as a memorial on the Hoe. This light-house has proved very beneficial during the frightful storms that rage along the coast. It is inhabited by three keepers, who are supplied with provisions by a boat appointed for that purpose; but a large stock of salt meat is always kept in the place, as during the winter the boat is often unable to effect a landing for weeks at a time.

Five miles from Plymouth is *Plympton*, the birthplace of Sir Joshua Reynolds, in whose grammar-school he was educated, as were also the painters Northcote and Eastlake.

Falmouth, situated at the mouth of the River Fal, contains 5709 inhabitants. Hotels, *Falmouth* and *Green Bank*. Its harbor is one of the best in England. On one side of the entrance stands Pendennis Castle, which endured a siege of six months in the royal cause during the Parliamentary wars. On the opposite side is St. Anthony's Light-house, and in the centre rises the Black Rock. The town itself has little of interest; it consists of one long street running along the side of the harbor.

Leaving Falmouth we rejoin the main line of the Great Western Railway at Truro, the capital of Cornwall, containing 11,377 inhabitants, and continue to *Penzance*, which stands at the terminus of the railway. On our route we pass *Marazion*,



Lizard Pt

famous in the Middle Ages as a place of resort for pilgrims proceeding to St. Michael's Mount. This rocky promontory stands about a quarter of a mile from the shore, and at low water may be reached by a causeway. In olden times it was a tin dépot, and bore the name of *Ictes*. On the summit are the remains of a priory founded before the Conquest; it is now the property of the St. Aubyn family. The wife of the Pretender, Perkin Warbeck, took refuge here in 1497.

Penzance is a pleasant town, situated on the west side of Mount's Bay, and contains 944 inhabitants. Hotels, *Queen's and Union*. It carries on a considerable trade in tin, copper, granite, and pilchards. Among the principal buildings are St. John's Hall, which includes a Music-hall, Museum, Library, and Guildhall; the Town-hall, Corn-market, and St. Paul's Church. Five miles from Penzance is a Druidical circle called the "Merry Maidens," and another north of the town of nineteen stones, with one in the centre, called Boscawen Un. Among other objects of interest in the neighborhood are "The Pipers," a cromlech; *Lamorna Cave*, and the celebrated *Logan Stone*, which may be moved by a touch, though weighing 90 tons. This rock was overturned by Lieutenant Goldsmith in 1824 as the result of a wager; this so roused the indignation of the neighboring people that he was obliged to replace it, which he did at great cost. From Penzance a drive of eleven miles brings us to *Land's End*, the most westerly point of the English coast. About a mile from the shore are the Longship Reefs, with a light-house 112 feet above the level of the sea.

ROUTE No. 96.

Bristol to Birmingham, via Gloucester, Cheltenham, and Worcester. by the Midland Railway. Time, 3 hrs. 10 min.

Bristol, see Route No. 95.

Gloucester is situated on the Severn, about 33 miles from Bristol, and 114 from

London. It is the capital of its county, a cathedral city, and contains a population of 18,320. Hotels, *Bells, Spread Eagle*. The Cathedral is a fine cruciform building 426 feet long, the oldest parts of which are the Norman crypt and nave, built as early as 1089. The building is surmounted by a tower 225 feet high, which was not finished until 1518. There is a whispering gallery 75 feet long near the east window; the window itself is one of the largest in England, being 79 feet long and 35 feet broad. The choir is richly ornamented, and the stalls are equal to those at Windsor. Among the principal monuments are those to Edward II., Robert, Duke of Normandy, Bishop Warburton, and Dr. Jenner, the discoverer of vaccination. Among the other principal buildings are the Palace, built in 1862; the Town-hall, County Jail, Infirmary, and numerous churches. In St. Mary's Square Bishop Hooper suffered martyrdom at the stake.

Cheltenham, one of the most fashionable watering-places of England, is situated on the River Chelt, about seven miles from Gloucester. Population 44,519. Hotels, *Queen's, Lansdowne, and Plover*. The town lies in a fertile valley, protected from cold winds by the Cotswold Hills, and is a clean and well-built place. The springs, which are chalybeate and cathartic, were first discovered in 1715. The chief spas are the Montpellier, where a band plays morning and evening; the Pitville, whose Pump-room was built in 1824, with a Grecian portico and dome; and the Cambray Chalybeate Spa. The spa of the Royal Old Wells, once so famous, has been converted into a theatre, and the road leading to it is a fine elm avenue, which forms the principal promenade for visitors. Cheltenham is the second healthiest place in England. The season lasts from May to October, although in July and August the heat is intense.

For *Worcester*, see Route No. 94, and *Birmingham*, see Route No. 85.

ROUTE No. 97.

Bristol to Chester and Liverpool, via Gloucester, Hereford, Shrewsbury, and Chester, by rail. Time, 7 hrs. 10 min.

Bristol and Gloucester, see Route No. 96.

On our way to Hereford we pass through Ross, situated on the Wye, and sometimes called the "Gate of the Wye." This is a good starting-place for making excursions on this beautiful river. The church is a fine building, with a spire built by Kyrle, the celebrated "Man of Ross," who is buried here. Hotels, *Royal* and *Swan*.

Hereford is 49 miles by rail from Bristol. Hotels, *Green Dragon* and *City Arms*. Population 18,355. Hereford was in former times protected by a castle, built by King Harold, but its site is now occupied by the Nelson Column. Here De Spenser, Edward II.'s favorite, was executed by the barons in 1322; and here, four years later, the king himself was deprived of his crown. The present Cathedral is the third erected on the same site, the first being founded by King Offa in the 9th century. The present building was begun in 1079, but not finished until 1535. In the library is a curious Saxon map of the world; also Wycliffe's Bible.

Continuing our route from Hereford, we pass Moreton Station, near which are two oak trees called *Adam* and *Eve*. At the opening of the line of railway, the former of these was the only station-house: it was 65 feet in girth and 12 feet in diameter, and 15 persons were able to take refreshments at the same time in the interior. It was unfortunately blown down in 1848, but the remaining tree has 62 feet in circumference at a distance of two feet above the ground. On the summit of Sutton Walls, a hill to the northeast, the palace of Offa, King of Mercia, once stood—where Ethelbert, King of East Anglia, was treacherously murdered, A. D. 782, when he came by invitation to treat of his espousal with the fair Elfrida. On the summit the remains of a spacious Roman encampment, including about 30 acres, are now discernible.

Leominster, situated on the Rivers Lug, Arrow, and Pinsley, contains 5865 inhabitants. A monastery was founded here in the 7th century by Merewald, King of West Mercia; this was destroyed by the Danes, and another established during the reign

of Henry I., part of which is now incorporated in the Union Workhouse. Leominster contains the usual public buildings of a borough town.

Ludlow, standing on the River Teme, contains a population of 6033. Hotel, *Angel*. It is chiefly noted for its old castle, of which the only remains are the keep, 110 feet high, the great hall, and a chapel of Norman architecture. This castle was built by a favorite knight of William the Conqueror, Roger Montgomery: to him the defense of the Welsh borders was intrusted. King Henry VII. held his court here, and his son Arthur was here married to Catharine of Aragon. Seven miles from Ludlow is *Wigmore*, a charming spot, with a ruined castle, built by the Norman kings.

For *Shrewsbury and Chester*, see Route No. 85, and *Liverpool*, see Route No. 84.

ROUTE No. 98.

Bristol to New Milford, via Newport, Cardiff, Swansea, Caermarthen, Whilland (Tenby, Pembroke). Time, 6 hrs. 25 m.; fare, £2 2s. 6d.

The Principality of Wales is situated in the western part of Great Britain, and is bounded on the north by the Irish Sea, on the west by St. George's Channel, on the south by the Bristol Channel, and on the east by the counties of Monmouth, Hereford, Shropshire, and Chester. It is divided into 12 counties, and is 87½ miles long by 40½ broad. Population 1,200,000. The country is mountainous, and is rich in metals, silver and copper being found in Caernarvon, lead in Cardigan, and iron throughout the south of Wales. This country was probably first populated by a colony of Gallo-Kymris, whence its ancient name of Cambria was derived. During the time of the Romans several efforts were made to subdue the country, and the northern portion was occupied by them for a short time. After their departure from Great Britain in 411, the Cambrians formed themselves into a sort of federative mon-

archy, and in times of danger were united under a single chief called Pendragon. They successively repulsed the attacks of the Anglo-Saxons, the Danes, and the Normans, but were finally conquered by Edward I. in 1283, who gave the title of Prince of Wales to his son Edward II., since which time the eldest sons of the sovereigns of England have borne the same name.

The traveler, arriving at Liverpool, and wishing to make a hasty tour through the principal portions of North Wales to witness its glorious scenery, its picturesque ruins, its mountains, valleys, and waterfalls, as well as some of the mechanical wonders of the world, such as Stephenson's tubular bridges over the Menai Straits and at Conway, should visit first Chester *via* Birkenhead; then, by the Holyhead Railway, to Bangor, Caernarvon, Barmouth, Dolgelly, returning to the main line for London through some magnificent scenery *via* Bala, Corwen, and Llangollen, to the junction Rhuabon; then, *via* Shrewsbury, Birmingham, Warwick, Leamington, and Oxford, to London, or, continuing along the coast, to Aberystwith; then to Llanidloes, Builth, Hereford, Gloucester, and Reading, to London, or from Aberystwith to Caermarthen; then to Pembroke and the lovely watering-place of Tenby, whence there is constant steam communication to Bristol; or returning by rail *via* the Great Western line (which develops the most beautiful and picturesque scenery of South Wales) through Swansea, Merthyr (by night), Cardiff, Newport, Monmouth, Gloucester, Bristol, Bath, and Reading, to London.

Leaving Bristol by rail, we reach in 45 minutes the New Passage, and cross by steamer to Portskewet in 50 minutes. Twenty minutes again by rail brings us to

Newport, a flourishing seaport of Monmouthshire, situated at the mouth of the Usk, and chiefly employed in the export of coal and iron. Notice the Alexandra Docks, begun in 1868, in addition to others already here. Population 23,249. Hotels, *Kings' Head* and *West Gate*. Newport Castle was apparently built for the defense of the River Usk, which is commanded by three strong towers. Just outside the town is a fine stone bridge of five arches, which was erected at a cost of over £10,000. Among the principal buildings notice the

Victoria Hall, which includes the County Court and Assembly Rooms, and the Church of St. Woollos, whose position commands an extensive view. Two steam-packets sail daily between Newport and Bristol. An excursion may be made from Newport to

Chepstow, situated near the mouth of the River Wye, 17 miles distant from Bristol. It has a large trade in coal, iron, and timber. Hotel, *Beaufort Arms*—strong complaints made. The chief object of interest is the castle, which stands on a high cliff overhanging the Wye. Portions of this building were erected 800 years ago by William Fitz-Osborne, Earl of Hereford. It is now almost entirely in ruins, and covered with ivy. Henry Martin, one of the regicides, was confined here for upward of twenty years. An excursion should be made to the ruins of Tintern Abbey, four miles from Chepstow. This monastery was founded in 1131 by Walter de Clare, and at the dissolution was granted to the Earl of Worcester, ancestor of the Duke of Beaufort, its present possessor. The ruins are covered with ivy, and present a most picturesque appearance. An excursion should also be made to Wyndcliffe, from which a glorious view may be obtained.

Fifteen miles from Chepstow we reach *Monmouth*, situated at the confluence of the Monnon and the Wye. Hotels, *Beaufort Arms* and *King's Head*. The castle of Monmouth is very ancient, having been built in Saxon times. It was the place of residence of Henry IV.; and here, in 1387, Henry V. was born. Shakspeare's immortal Prince Hal. The room in which he was born is still shown, and the great hall beside it. The walls of the castle are from six to ten feet thick. One mile from Monmouth is Troy House, belonging to the Duke of Beaufort. Here are shown the cradle of Henry V., and the armor which he wore at the battle of Agincourt.

Cardiff is about 21 miles from Merthyr, and contains a population of 32,954. Hotels, *Cardiff Arms* and *Angel*. Cardiff is situated at the mouth of the River Taff, and is the great outlet for the coal and iron of the surrounding districts: the exports amount to three million pounds a year. The town is the creation of the Bute family, whose present representative, the Mar-

quis of Bute, is one of the richest noblemen in the kingdom, possessing an income of £300,000. Cardiff Castle was founded in the 11th century by a Norman baron: an octagonal keep 75 feet high is still entire. In this castle Robert Curthose, brother of Henry I., died in 1133, having been blinded and imprisoned there for life by the king. Cardiff is the *dépôt* of the anthracite coal used by the navy.

Swansea is situated on a bay of the same name, called, for its beauty, "the Bay of Naples in miniature." It is a place of 41,606 inhabitants, and is chiefly renowned for the enormous copper-works in the vicinity. Although copper is not found in the neighborhood, it is brought here to be fluxed on account of the abundance of coal. There are eight extensive works situated on the River Towy and the seaside; in one of these from 500 to 600 men are employed. The earliest was established in 1720. Copper is brought not only from Cornwall, but from America and Australia, and 20,000 tons on an average are smelted here yearly. Swansea is one of the most considerable sea-ports of Wales: a good harbor was made by running out two piers, one 1800 feet long, into the bay: this, however, is dry at low water, in consequence of which floating docks have been constructed. Swansea Castle was built by Henry de Beaumont in 1099: a large quadrangular tower is all that now remains of the building, and it is used for a poor-house and jail. There are several fine buildings in the town; among others, the Royal Institution of South Wales, a building one hundred feet long, with a portico and Ionic columns; a theatre, assembly-rooms, and Mechanics' Institute. The very things that add to the prosperity of Swansea in one way detract from it in another, as before the establishment of the copper works it was a favorite watering-place. Now, however, in certain states of wind, the fumes of the copper are thrown over the town, and destroy the freshness of the surrounding scenery. The principal hotels in Swansea are the *Mackworth Arms* and *Castle*. Fine sea-bathing may be had at The Mumbles, six miles westward, on the lower peninsula. This is a rugged tract of land lying between Swansea and Caermarthen Bays. It is traversed by a ridge of red sandstone, which at Cwm

Bryn is 584 feet high, surmounted by a huge cromlech, called Arthur's Stone. The peninsula is inhabited by a colony of Flemings, who settled here during the reign of Henry I. These people do not speak the Welsh language, and have but little intercourse with them, differing even in their dress. Mumbles' Head is on the southeast side of the peninsula, and Worm's Head at the western extremity. The latter derives its name from the shape of the cliffs, which run out into the sea for three quarters of a mile, and resemble the head of a sea-serpent. The extremity is from 200 to 300 feet high, under which there is a vast cave. A regatta is held yearly in Swansea Bay. The distance from Swansea to London by the Great Western Railway is 216 miles.

The town of *Pembroke* derives its name from the Welsh words *pen fro*, or head of the peninsula. It is situated on a long point of land projecting into a creek of Milford Haven. Population 15,571. Hotels, *Dragon* and *Lion*. On an eminence of the town stand the ruins of a Norman castle, begun in 1092 by Arnulph de Montgomery. Here the Earl of Richmond, afterward Henry VII., was born, and from here he marched to gain his crown on Bosworth Field. Under the chapel is an enormous cavern called the Wogan, which opens toward the sea. The keep is in good preservation, and is 75 feet high. The visitor should by all means visit Milford Haven. This is generally done in a boat from Pembroke. The harbor is considered one of the finest in the world, and is capable of containing the entire English navy. The entrance to the haven is exceedingly fine, and the water within is as smooth as that of a lake.

Four miles from Pembroke stands Carew Castle, built during the reign of Henry I. by the ancestor of the Fitzgeralds. This is one of the finest old ruins in Wales, and was formerly one of the royal demesnes of the Welsh princes. It contains two great halls well worthy of notice, one 100 feet in length, the other 80 feet.

Tenby, a fashionable watering-place ten miles from Pembroke, contains a population of 2982. Hotels, *Gate House* and *White Lion*. Tenby is situated on a rocky peninsula which stretches into the Bristol Channel; the houses are well built, the

beach is very fine, the water clear and excellent for bathing, the surrounding scenery and excursions are delightful; in fact, every thing combines to make it a charming place of summer resort. There are here the remains of an ancient castle, supposed to have been erected by the Flemings, and the ancient walls which surrounded the town itself are in many places entire. The church, a fine old building, with a spire 152 feet high, dates back as early as 1250. Tenby is a great place for naturalists; of the six hundred varieties of shells contained in the British collections, not less than one half were found here. Excursions should be made to Caldy, St. Catharine's, and St. Margaret's Islands. The last is famed for its magnificent caverns and for the ruins of a monastic cell; it is reached by crossing the ledges of rock when the tide is out. Horse-races take place at Tenby in August or September, accompanied, as usual, by balls; a fine band plays every day during the season. There are also a small theatre, assembly-rooms, a library and reading-room, a literary and scientific institution, and a bowling-green and cricket-ground. Boat-races occasionally take place in the bay. There is constant steam communication between Tenby and Bristol, a distance of 108 miles, the time occupied being about ten hours.

Caermarthen, the capital of its county, and one of the principal towns of Wales, is situated on the River Towy, and contains 9993 inhabitants. Hotels, *Ivy Bush* and *Boar's Head*. The former was the property of Sir Richard Steele, whose comedy, "The Conscious Lovers," was written in the neighborhood of the town. Caermarthen occupies the site of the Roman station *Maridunum*. It contains a fine town-hall, a market-house, a grammar-school, a Presbyterian college, etc. Near the old Guildhall is a column to Sir T. Picton, who represented the borough in Parliament. A considerable foreign and coasting trade is carried on by the inhabitants, there being a good harbor about three miles from the town.

New Milford (see *Waterford*, and *Routes between Ireland and Great Britain*, p. 100) to *Waterford*, by steamer; time, 8½ hrs.; fare, 12s. 6d.;—to *Cork*, about 12 hrs.; fare, 15s.;—to *London*, by rail; time, 8 hrs.; fare, 43s. 3d.

ROUTE No. 99.

Swansea to Chester, via Merthyr Tydvil, Brecon, Builth, Llanidloes, Oswestry, and Ruabon, by rail. Time, 9 hrs. 10 min.

Swansea, see *Route No. 98*.

Merthyr Tydvil, signifying *Martyr Tydvil*, derives its name from St. Tudfyl, daughter of a Welsh chief, who suffered martyrdom for her religion during the early ages of the Church. The town is situated at the head of the Vale of Taff, and contains 83,875 inhabitants. The surrounding country is celebrated for its thick and rich veins of coal, and in the town itself nothing but blast-furnaces, rolling-mills, and forges are seen in every direction. The iron-works are fifty in number; each furnace is about 55 feet high, contains 5000 cubic feet, and is capable of smelting 100 tons of pig-iron weekly. In the largest works, belonging to Lady Guest and Messrs. Crawshay, from 3000 to 5000 hands are employed. Merthyr should by all means be visited at night, when the red glare of the furnaces lights up the place, and produces a striking effect; in the daytime the town is gloomy. Hotels, *Castle* and *Bush*.

The direct road from Merthyr to Brecon leads through a mountain pass, with the Brecknockshire Beacons on one side, 2862 feet high, and on the other Mount Capelante, 2394 feet high. The distance is about 18 miles. *Brecon* is situated at the confluence of the Usk and Honddu, in the midst of most beautiful and romantic scenery. Hotels, *Castle* and *Swan*. Population 5639. The castle was founded by Newmarch, a Norman baron; nothing now remains but the keep, called "Ely Tower," so named from Dr. Morton, bishop of Ely, who was imprisoned here by order of Richard III. It was also the scene of the conference between the bishop and the Duke of Buckingham. The other principal buildings are the County Hall, Market-house, Assize Courts, three churches, theatre, etc. Sir David Gon, Shakspeare's Fluellen, resided in this neighborhood. He was knighted by Henry V. at Agincourt while at the point of death, having sacrificed his life to save the king. The "Shoulder of Mutton" Inn at Brecon is pointed out as the birthplace of Mrs. Siddons. From Brecon to *Hay* the distance is about 15 miles. Hay stands on the borders of the three

counties of Brecon, Hereford, and Radnor, and is the highest point to which barges ascend in the Upper Wye. It is an old Norman town, founded by Bernard Newmarch. The castle was destroyed by Owen Glendower, and now stands in ruins. *Clifford Castle*, three miles from Hay, was built by Fitz-Osborne, a kinsman of William the Conqueror. Here fair Rosamond Clifford was born.

Travelers may continue from Hay to Hereford (12½ miles), thence to London *via* Gloucester and Reading.

Builth is delightfully situated on the Wye, which is here crossed by a bridge of six arches, uniting the counties of Brecon and Radnor. The town stands in an open part of the valley, but is entirely surrounded by lofty hills. Hotel, *Lion*. Population 1158. The principal object of interest at Builth is the castle, which appears to have been erected before the Conquest. It was originally a place of great strength, and is well known as having been the last retreat of the famous Llewellyn. Llewellyn was the last of the Welch princes who held regal power, and when hemmed in by the troops of Edward I., he demanded assistance of the Welsh garrison at Builth castle; all aid was refused. While retreating up the Ithon he was surprised and killed, and from that day the inhabitants have been called *Bradwyr Buallt*, or traitors of Builth. The medicinal springs of Builth are at Park Wells, about a mile from the town, where a pump-room has been erected. The springs are three in number, and of different properties—saline, sulphurous, and chalybeate.

Llanidloes is a small town situated at the confluence of the Clywedog and Severn Rivers, and contains a population of 3127. Hotel, *Trewythen Arms*. Excursions may be made from here to the source of the Rheidol, on the edge of Plinlimmon.

The road from Llanidloes to Aberystwith, *via* Devil's Bridge, a distance of twenty miles across the Welsh Alps, is both wild and romantic.

Oswestry, although situated within the borders of Shropshire, has much the character and appearance of a Welsh town. It derives its name from Oswald, King of Northumberland, who was slain here in 642, in battle with the King of Mercia, whom he was endeavoring to dispossess of

his territory. Having been a great benefactor to different monasteries, he was canonized after his death, and a well erected to his memory still remains near the church. The latter building occupies the site of a former monastery, and is a venerable-looking pile, of which the tower is the oldest part; the restoration of this church was begun in 1872. *Old Oswestry*, or *Caer Ogyrfan*, the name given to a fine British post, lies about one mile to the north. It is defended by a triple rampart unusually high, with entrances to the north and south; the total area covered by these fortifications is between sixty and seventy acres. West of the park of Porkington, the seat of W. Ormsby Gore, Esq., is another intrenchment, circular in form, and surrounded by a dike. This is called *Castell Brogyntyn*, and is believed to have been erected by a natural son of Owen Madoc, Prince of Powis. Oswestry possesses, in addition to these antiquities, a fine town-hall, a grammar-school, founded in the reign of Henry IV., a literary institute, a theatre, and a House of Industry. Population 9000.

Ruabon Junction is a small village, which chiefly derives its importance from the proximity of numerous iron-works and collieries. *Wynnstay*, the seat of Sir Watkin W. Wynn, Bart., also lies in the neighborhood; the park, eight miles in circumference, is said to be the largest in Wales. Within its limits stands a column 101 feet high, erected to the memory of the father of the present baronet by his mother. The owners are the descendants of Sir William Williams, Speaker of the House of Commons during the reign of Charles II., and afterward solicitor-general during the trial of the seven bishops. The house, part of which dates from the 15th century, was unfortunately destroyed by fire in 1858; the present building is in the Renaissance style, and contains some interesting family portraits by Van Dyck, Sir Joshua Reynolds, and Kneller. In former times *Wynnstay* was the residence of the Lord of Bromfield and Yale, Madoc ap Gruffydd Maclor; it came into the possession of the Wynns in 1670, and in that of the present family, who are distinguished for having many times declined the peerage, in the beginning of the last century. The church near the park gates is filled with interest-

ing monuments of the Wynn family, of which the most noticeable is an altar tomb near the communion table, with two recumbent figures representing an armed knight and lady of the Eyton family, 1526, dressed in the style of Henry VII. *Gardden* is the name given to another encampment, defended by concentric dikes, which is situated on a hill three quarters of a mile to the left of Ruabon.

Wrexham is the last place of importance passed before reaching Chester. This is an ancient town, mentioned by the Saxon chroniclers as *Wrightelsham*: it contains one of the finest churches in Wales, in the Perpendicular style, built in 1470, with a tower 135 feet in height, which was completed after the church—about 1500. In the northern aisle is a fine monument to the memory of Mrs. Mary Myddleton, of Chirk Castle, by Roubiliac, representing a female starting from the tomb at the sound of the last trumpet. In the church-yard are some curious epitaphs, of which we give the following example:

“Born in America, in Europe bred,
In Africa traveled, in Asia wed,
Where long he lived and thrived; at London dead.”

The church-tower has a peal of ten bells, cast by Rudhall in 1726.

Wrexham is now chiefly famous for its ale. Population 8000.

Chester, see Route No. 85.

ROUTE No. 100.

Bangor to Chester, via Caernarvon, Barmouth, Dolgelly, Bala, Corwen, and Ruabon, by rail. Time, 7 hours.

Caernarvon. Population 8512. Hotels, *Royal Sportsman* and *Castle*. Caernarvon occupies the site of a Roman town called Segontium, the only station possessed by the Romans in this part of Cambria. Fragments of the ancient walls may still be seen. The castle is the principal object of interest; it was built between the years

1284 and 1320, and covers two acres and a half. The external walls are from eight to ten feet in thickness, and are guarded by thirteen towers, one of which now forms the town prison. In the Eagle Tower Edward II., the first Prince of Wales, is said to have been born.

The ascent of Mount Snowdon should be made from Caernarvon. For the shortest and easiest route, go to Llanberis from Caernarvon by rail, eight miles, and then on foot to the summit, five miles; or, making the ascent from Beddgelert (13 miles from Caernarvon), the scenery is exceedingly fine, though the distance to the summit is greater (six miles and a half), and the ascent somewhat steeper. The Capel Curig route is the longest and most fatiguing, but the scenery is truly magnificent. Snowdon rises 3571 feet above the level of the sea: the summit is surrounded by a low wall, and is five or six yards in diameter. In fine weather, the Isle of Man and parts of England, Scotland, and Ireland, may be clearly seen. Descending by way of Beddgelert, Pont Aberglaslyn should be visited. This is a single stone arch thrown over a rapid mountain torrent which divides the counties of Merioneth and Caernarvon; the surrounding scenery is exceedingly wild and picturesque.

We next proceed to *Barmouth*, whose chief attraction is its vicinity to the beautiful Vale of Manddach, said to be superior to any in Wales. Population 1672. Hotels, *Corsyddol Arms* and *Royal*. The houses of Barmouth present a peculiar appearance, rising in tiers one above another on the sides of the mountains, and are approached by steps cut in the rock. The rides in the neighborhood are very fine, and the streams afford abundant sport to the angler. The ride from Barmouth to *Dolgelly* is one of the most beautiful. The town is picturesquely situated at the foot of the celebrated *Cader Idris*, the second highest mountain in Wales, and is a lovely spot; also a convenient centre for numerous excursions, viz., the ascent of Cader Idris, Machynlleth, the waterfalls, etc. Many Roman coins and other antiquities have been found in the neighborhood of the town. Population 2217. Hotel, *Golden Lion*. *Bala* is 18 miles distant from Dolgelly, beautifully situated at the foot of Bala Lake. Through

this lake, which is about four miles in length, the River Dee takes its course, rising five miles distant in Arran Fowddy, the highest of the Berwyn Mountains. The famous waterfall of Pistyll Rhaiadr is one of the sights of the neighborhood. This is one of the head springs of the Ynнат, and falls from a height of 140 feet, then runs through a rock, and falls again a distance of 70 feet: the surrounding scenery is wild and beautiful. Continuing our route we reach *Corwen*, a neat little town situated at the foot of the Berwyn Mountains. Notice the church, a quaint old building in the form of a cross, and in the church-yard an old stone pillar called Glyndwr's Sword. The citadel of the Druids, where Caractacus effected his retreat after the battle of Caer Caradock, is just beyond Corwen. Ten miles farther we reach *Llangollen*. Hotels, the *Hand* and *Royal*. Population 5799. The Vale of Llangollen is celebrated for its beauty, though hardly equal to the Vale of the Cross at its upper end. It is surrounded by hills, in which limestone, coal, and slate are quarried. On one of these stand the ruins of an ancient Welsh fortress, called Caer Dinas Bran, almost inaccessible from the steepness of the mountain. The River Dee is here crossed by a four-arched Gothic bridge, dating from the fourteenth century. Farther down the river is the *Aqueduct Pont-y-Cysylltan*, which carries the Ellesmere Canal over the valley. This was constructed by Mr. Telford in 1805, and consists of 19 stone arches, which support an iron trough 1607 feet in length. In the Valley of the Cross, a little above Llangollen, are the beautiful remains of Valle Crucis Abbey, founded in 1200. The ruins are covered with ivy, and present a very picturesque appearance. Near the ruins is Elliseg's Pillar, still more ancient, erected by Concan in memory of Elliseg, who died fighting the Saxons in 607. Ruabon Junction is but a short distance from Llangollen. Though a place containing 14,000 inhabitants, it has little to arrest the attention of the traveler, who may here rejoin the main line and proceed to London *via* Shrewsbury, Birmingham, Warwick, Leamington, and Oxford, all of which are described elsewhere.

Ruabon, see Route No. 99, and *Chester*, see Route No. 85.

ROUTE No. 101.

Aberystwith to Caermarthen, via Lampeter, by rail. Time, 3 hrs. 15 min.

Aberystwith, one of the principal towns in the county of Cardigan, is situated near the junction of the Ystwith and the Rheidol. Hotels, *Queen's* and *Bellevue*. Population 7000. Aberystwith is one of the most agreeable and salutary watering-places of Wales, being protected from the north and east winds by the Craig-lais mountain range. It is a pretty and attractive town, containing assembly rooms, two churches, a library, theatre, baths, etc. The Marine Terrace, which follows the curve of Cardigan Bay and overlooks the beach, is a favorite promenade for visitors, and commands a most glorious view. At each end are heights laid out in public walks, and on one of them stand the ruins of a castle. This building was first erected by Gilbert de Strongbow in 1109. It was the stronghold of Cadwalader, and was destroyed by Owen Gwynedd. Having been rebuilt by Edward I. in 1127, it was finally destroyed by Cromwell. Near the town is a chalybeate spring, whose waters resemble those of Tunbridge Wells.

The season extends from June to October. Races are held in August or September, when fine balls are also given; there is every thing, in fact, to please and attract the visitor. One of the most amusing occupations is searching on the beach for carnelians, agates, jaspers, etc., which are found in great numbers; lapidaries are also at hand to cut them in any form. Among the many pleasant excursions to be made from Aberystwith is that to the *Devil's Bridge*, about twelve miles distant. The road to this bridge gradually ascends to a height of 930 feet above the level of the sea, and commands a most beautiful view of the valley of the Rheidol stretching out below, crossed by its winding river. The bridge is formed by two arches, one above another, thrown over a deep cleft in the rocks, through which the River Mynach descends in terrific cascades. The lower arch is believed to have been built during the reign of William Rufus by the monks of Strata-Florida Abbey; the upper arch was constructed in 1753. The Devil's Bridge Hotel stands at the head of the valley, near the falls.

Continuing our route from Aberystwith, we reach *Aberayron*, a thriving market-town and sea-port, which has lately become somewhat frequented as a bathing-place. It lies at the mouth of the Ayron, a small stream only 12 miles in length, which is famed for the excellence of its trout and salmon. It has two piers, recently constructed; also a town-hall and market-house. The remains of a circular camp, attributed to Cadwgan ap Bleddyn, A.D. 1148, are to be seen on the coast a short distance north of the town.

Lampeter (Hotel, *Black Lion*) is situated on the banks of the Teifi, one of the most celebrated fishing rivers in Wales. It contains a town-hall, parish church, and several schools and chapels; but the principal object of interest is St. David's College, opened in 1827, for the education of young men intending to enter the Church, who are unable to meet the expenses of a university education at Cambridge or Oxford. This building originated with Dr. Burgess, former Bishop of St. David's, and was erected at a cost of £100,000, £80,000 of which was given by the government near the time of its completion, and £5000 by King George IV. Near the town the Teifi is crossed by a bridge said to have been erected in the time of King Stephen, which has given the name of Lampeter Pont Stephen to the town: this, however, is only seen in public documents.

Caermarthen, see Route No. 98.

Caermarthen to London, 244 miles; time, 6 h. 53 m.; fare, 40s. 9d.;—*to Bristol*, time, 5 h. 13 m.; fare, 18s. 7d. (by steamer to Bristol, 138 miles);—*to Aberystwith*; time, 2 h. 43 m.; fare, £1 4s. 6d. (52 miles);—*to Pembroke*, 43 miles; time, 2 hrs.;—*to Tenby*, via Whitland Junction; time, 1 h. 38 m.;—*to Swansea* (32 miles), via Landore Junction; time, 1 h. 30 m.;—*to New Milford*; time 1 h. 40 m.; fare, 8s. 4d.

ROUTE No. 102.

Swansea to Shrewsbury, via Llandovery and Craven Arms, by rail. Time, 6 hrs. 54 min.

Swansea, see Route No. 98.

Llandilofawr is one of the first stations of importance passed on this route. The town is principally situated on the west bank of the River Towy, which is noted for the excellence of its salmon, trout, and eels. In the neighborhood stand the ruins of Dynevor Castle, and Newton Park, the seat of Lord Dynevor, one of the finest estates in Wales. We next reach *Llandovery*, believed to have been a Roman station from the number of coins and other antiquities found in the vicinity. Population 1927. This town is situated on the River Brân, near its junction with the Towy, and this situation, together with the proximity of other small streams, is an explanation of the name Llandovery, which is a corruption of the Welsh Llan-y-n-Ddyfri, signifying Church among the Waters. The absence of all manufactures renders this a very quiet place: there is a fine collegiate building called the Welsh Educational Institution, founded and endowed by Thomas Philips, Esq. Hotels, *Castle* and *Clarence*. Population 1927. The ruins of an ancient castle stand at a short distance from the town, but little can be related with certainty either as to its origin or history.

Knighton, situated on the River Teme, derives its Welsh name of Tref-y-Clawdd, or Tower upon the Dike, to the proximity of Offa's Dike. Near the town are two Roman encampments, one of which is said to be that of the Roman commander Ostorius. From Knighton a ride of thirty minutes brings us to *Craven Arms*, where we join the Shrewsbury and Hereford Railway (see Route No. 97).

ROUTE No. 103.

Newport (Wales) to Hereford, via Pontypool and Abergavenny, by rail. Time, 1 h. 57 m.

Newport, see Route No. 98.

Pontypool is reached in half an hour from Newport, after passing through several unimportant stations. This town is situated in the populous manufacturing and mining district of Trevethin, and contains 3708 inhabitants. Tin and iron are extensively manufactured throughout this parish, and so extensively have the sources of employment increased since the introduction of these manufactures that the number of inhabitants, which in 1802 was only 1472, had risen in 1851 to 16,864. This place was also formerly celebrated for its manufacture of japanned ware, which was invented here during the reign of Charles II., and sold under the name of Pontypool ware.

Abergavenny, situated at the junction of the Gavenny with the River Usk, which is here spanned by a fine stone bridge of fifteen arches, contains 5506 inhabitants. It is surrounded by an amphitheatre of mountains, of which the highest are the Sugarloaf, 1852 feet; the Bloung, 1721 feet; and Skirrid-fawr, 1498 feet. Abergavenny is the supposed site of the *Gobannium* of the Romans, and was formerly a walled town protected by a castle, built soon after the Norman conquest. The ruins of this building are still visible, as well as those of a Benedictine monastery. The present town consists of three main streets, which form thoroughfares to Monmouth, Brecon, and Hereford. It is a flourishing place, with large markets and thriving tradesmen, although no extensive manufactures (unless we except that of shoes) are carried on; this prosperity is chiefly owing to the vicinity of extensive coal and iron works. At one time periwigs, made of goats' hair, were extensively fabricated here: being so valuable as to sell for \$150 to \$200 each; but this is now discontinued, as well as the manufacture of Welsh flannel, for which Abergavenny was once noted. This town gives the title of Earl to the Nevill family. *Hotels, Angel and King's Head.*

Ten miles distant from Abergavenny stand the ruins of Llanthony Abbey, once a celebrated Cistercian priory, built from 1108 to 1115, but abandoned for Gloucester

in 1136. It is situated in the wild valley of Ewias, which projects into the heart of the Black Mountains: its name of Llanthony being a corruption from Llandewi Nant Hondeni, or the Church of St. David in the valley of the Black Water. The conventual church is now the principal remains, but is found to be quite destitute of ornament: part of the priory has also been converted into an inn.

Hereford, see Route No. 97.

Hereford to Shrewsbury, in 1 h. 47 m. (Route 97); to Great Malvern, in 49 min. (Routes 94 and 97); to Worcester and London.

ROUTE No. 104.

London to Basingstoke, Salisbury, and Exeter, by rail, from Waterloo.

At *Winchfield*, eight miles before reaching Basingstoke, the train passes through a tunnel eighty yards in length. *Odiham*, the birthplace of Lilly, the grammarian, lies three miles south of Winchfield. Near Odiham stand the ruins of an old castle in which David, King of Scotland, was confined after his capture at Neville's Cross, and where he passed eleven long years in imprisonment. The line next crosses the valley of the Loddon on an embankment, and passes through the village of Old Basing, where a battle was fought in 871 between the Danes and Saxons, ending in the defeat of the latter. *Basingstoke*, mentioned in Domesday Book as *Basingtoches*, is forty-eight miles distant from London, and contains 4654 inhabitants. The corn-trade and malting form its principal business.

Salisbury, the capital of Wiltshire, situated at the confluence of the Avon, Willey, and Bourne, contains 12,278 inhabitants; 96 miles from London by South Western. Posting, etc. The Cathedral of Salisbury is a magnificent edifice erected in the 13th century; it is in the form of a double cross, and its outside length measures 480 feet. It is surmounted by a beautiful steeple, which rises to a height of 400 feet above

the ground. The number of windows in the cathedral is said to equal that of the days in the year, and concerning them the following rhyme, attributed to Daniel Rogers, has been written :

“As many days as in one year there be,
So many windows in this church you see ;
As many marble pillars here appear
As there are hours through the fleeting year ;
As many gates as moons one here does view—
Strange tale to tell, yet not more strange than true.”

Among the windows, notice the upper eastern one, which represents the “Brazen Serpent,” by Mortimer.

The cathedral is rich in monuments, some dating back as early as the 11th century, and transferred here from the old cathedral. Among the other public buildings may be noticed Queen Elizabeth's Grammar School, where Addison was educated; the Assembly Rooms, Theatre, and the Council-chamber, erected in 1795 at the expense of the second Earl of Radnor. There are also two museums in Salisbury, the Salisbury and South Wilts Museum and the Blackmore Museum. The former, situated in St. Ann's Street, is open to the public daily from two to five, Saturdays excepted. The collection is arranged in three rooms, and consists, 1st, of objects illustrative of natural history in the neighborhood of Salisbury; 2d, of archæological specimens; and, 3d, of geological specimens. The Blackmore Museum, open on the same days and hours, was founded by W. Blackmore, of Liverpool, and is supported entirely at his expense. It is divided into four parts or groups: 1. Remains of animals found associated with the works of prehistoric man. 2. Stone implements. 3. Bronze implements. 4. Implements, ornaments, and weapons of modern savages which may serve to throw light upon the use of similar objects belonging to prehistoric times.

About three miles from Salisbury is Longford Castle, the seat of the present earl, which contains a valuable collection of paintings.

In Salisbury Plain, about nine miles from the city, is situated the famous monument of Stonehenge, considered the greatest wonder in the west of England. A carriage may be procured for this excursion, the cost with one horse there and

back being 10s. 6d., and with two 21s.; if the excursion be extended to Wilton, two miles farther, two additional shillings are demanded. *Old Sarum*, once one of the most important cities in the island of Great Britain, now a bare hill surrounded by intrenchments, is passed on this route. The Roman name of this place was *Sorbiodunum*. Near the summit of the hill, the face of which is smooth and very steep, is an immense earthen rampart and ditch, 106 feet in height, measuring from the bottom of one to the top of the other. The circular area inclosed within this rampart is about 27 acres; in the centre is an interior earthwork and ditch, 100 feet in height, within which the citadel stood. On top of this second earthwork was a strong wall of flint and rubble, with a coating of square stones; the whole twelve feet thick. There were two entrances to the exterior ramparts, one of which, the western, was guarded by a hornwork which is still in existence. These intrenchments are not generally believed to be either British or Roman work, for when the hill was in possession of the Romans it was defended by a simple escarpment; the citadel and its defenses were probably erected by the Saxons under King Alfred, who did all in his power to strengthen his kingdom against the incursions of the Danes.

Amesbury, prettily situated in the valley of the Upper Avon, is a place of considerable antiquity, believed to have derived its name from Aurelius Ambrosius, British king during the 6th century. A Benedictine nunnery was founded here by Queen Elfrida in 980, as an expiation for the murder of her step-son. During the reign of Henry II., this nunnery was given to the great convent of Fontevault and Anjou, and from that time greatly increased in splendor and riches. It became a favorite retreat of ladies of royal and noble birth: Mary, sixth daughter of Edward I., took the veil here in company with thirteen noble ladies; Queen Eleanor died here in 1292, and Catharine of Aragon was lodged here in 1501 upon first arriving in England. Amesbury is also mentioned in legendary history as the scene of Queen Guinevere's retirement after her flight from King Arthur's court and the dissolution of the Round Table.

This monastery was granted to the Earl of Hertford at the Dissolution, and his residence was erected from portions of the old convent buildings. It became successively the property of the families of Ailesbury, Boyle, and Queensbury, by marriage, sale, and inheritance, and was finally bought in 1824 by Sir Edmund Antrobus. This was at one time the retreat of Gay, who while here composed the "Beggars' Opera." The grounds of the house, through which the Avon flows, are most beautiful. The interior commands a view of a densely wooded hill, whose summit is crowned by a British work commonly known as the ramparts. The church of Amesbury, believed to be that of the abbey, was repaired in 1852: it is a cruciform building, 128 feet in length, in the Early English style with a low square tower in the centre.

Stonehenge, two miles from Amesbury, is situated in the centre of Salisbury Plain. Antiquaries differ greatly concerning the object of this curious structure; it has been attributed to the Druids, the Danes, and the Romans by different parties. When in a perfect state it consisted of two circles and two ellipses of upright stones, surrounded by a bank and ditch. This was approached by an avenue, still easily traced by banks of earth; proceeding along which the traveler first reaches a solitary stone sixteen feet high, now in a leaning position. This is called the Friar's Heel, from a legend according to which Stonehenge was erected by the Evil Spirit, who was watched during his operations by a holy friar; the Evil One, having exultingly remarked aloud that no one would be able to know how the thing was done, the monk in hiding incautiously replied, "That's more than thee can tell," and then hastened to make his escape. The enraged spirit caught up a huge stone and flung it after the intruder, but only succeeded in striking his heel. Certain it is that no explanation can be given for the isolated position of this stone. About forty yards farther, the site of the earthen bank and ditch which surrounds Stonehenge is reached, now only slightly marked. The outer circle of stones just within this ring formerly consisted of thirty upright blocks, placed three and a half feet apart, connected at the top by a ring of stone formed

of square, roughly hewn blocks, most cleverly joined at a height of sixteen feet from the ground. Within this was an inner circle composed of about forty unhewn syenite obelisks, four feet in height, resembling many stone monuments found in different parts of Wales. The great ellipse within this inner circle formerly consisted of five or seven trilithons—a name given to triplets of stones placed two upright and one across. These trilithons increased in height from the north-east to the southwest, the largest being about twenty-five feet in height. Within the trilithons was an inner ellipse of nineteen syenite obelisks, resembling those of the inner circle. Within these was placed the altar stone. This stone still remains in its former position, but the present appearance of Stonehenge differs vastly from the description here given. Many of the stones have been overthrown, others have disappeared, and the whole is overgrown with moss and weeds. The first impression received by the traveler is generally one of disappointment, which, however, disappears after an inspection of the ruins. We next proceed to *Wilton*, a small town of great antiquity, once famous as the capital of the kingdom of Wessex. A monastery was founded here by Wulstan, Earl of the Wilsætas, A.D. 800, of which Wulstan's widow, Ethelburga, was the first prioress. This monastery was refounded by King Alfred, and continued in existence until the Dissolution, when it was given to Sir William Herbert, first Earl of Pembroke. The members of this family have long been distinguished as patrons of art and literature, as identified in the persons of Holbein, Shakspeare (who acted here with his troop in 1603 before James I.), Ben Jonson, Inigo Jones, Van Dyck, and Massinger. The present building (*Wilton House*) is for the most part modern; the porch was designed by Holbein. It contains a fine collection of paintings, and is renowned by its Van Dycks and marbles. In the hall are numerous suits of armor, trophies of the victory gained by the Spaniards over the French at the battle of St. Quentin, in which a band of English, sent by Queen Mary, took part under the command of William, Earl of Pembroke. Suits belonging to the Constable Anne de Montmorency, the Duc de Mont-

pensier, and Louis de Bourbon, are also to be seen here.

The distance from Salisbury to Exeter is $87\frac{1}{2}$ miles.

Exeter, see Route No. 95.

Exeter to Bristol (Route 95); time, 1 h. 34 m.; fare, 16s. 6d.;—*to London*, Route 95); time, 4 h. 15 m.; fare, 35s.;—*to Plymouth*; time, 1 h. 42 m. (Route 95); fare, 11s. 6d.;—*to Penzance* (Route 95); time, 4 h. 55 m.; fare, 28s. 6d.

ROUTE No. 105.

Exeter to Barnstaple, Bideford, and Ilfracombe, via Eggsford. Time, 6 hrs. 50 min. By rail to Barnstaple, in 4 hrs. 50 min.; thence by coach to Ilfracombe, in 2 hrs.

Leaving Exeter on our route to Barnstaple from St. David's Station, we reach in seven miles *Crediton*, the birthplace of the Anglo-Saxon Winfred, well known as St. Boniface. This town was once famous for the manufacture of woolen goods, but shoes are now the principal objects of trade. Population 4048.

Eggsford, the property of the Earl of Portsmouth, is $21\frac{1}{2}$ miles from Exeter.

Barnstaple is a place of considerable antiquity, situated on the River Taw; it is the capital of North Devon, and formerly possessed a castle and priory, of which no remains are now to be seen. Hotels, *Golden Lion* and *Portescue Arms*. The commerce of this place in early times was considerable, and its port occupied an important position as early as the reign of Edward III. Five ships were sent from here alone to repel the attack of the Spanish Armada. The sights of Barnstaple are few and uninteresting, and will hardly repay any lengthened stay in the town. Among the public buildings are the Church, Guildhall, Queen Anne's Walk—formerly intended for an Exchange—and a bridge dating from the 13th century. The poet Gay was born here, and the house occupied by him on the corner of Joy Street may still be seen.

[The railway continues from Barnstaple

to *Bideford*, whence steamers run daily to Bristol. There is a fine bridge, 677 feet in length, which forms the principal promenade of the inhabitants, with a quay adjoining 1200 feet in length. The parish church, erected in the 14th century, having become greatly dilapidated, was pulled down and rebuilt in 1862. In the churchyard are some curious epitaphs, from which we quote the following:

"Here lies the body of Mary Sexton,
Who pleased many a man, but never vexed one:
Not like the woman who lies under the next
stone."

Barnstaple to Ilfracombe, by coach in 2 h.; connects with all trains except Sundays.

Ilfracombe, to-day one of the fashionable and most attractive sea-side resorts in Europe. There are a number of first-class hotels.

Ilfracombe to Bristol, by rail from Barnstaple, in 5 h. 4 m. (1 h. 55 m. to Barnstaple; thence, 3 h. 4 m. to Bristol), *via Taunton*; fare, 19s.;—*to Taunton Junction*, in 1 h. 50 m.; fare, 13s. 3d. (Route 95);—*to London, via Bristol*, in 7 h. 45 m.; fare, 40s. (See Route 95.)

ROUTE No. 106.

London to Dorchester and Weymouth, via Basingstoke, Winchester, and Southampton, by rail. Time, 6 hrs. 5 min.

Basingstoke, see Route No. 104.

Winchester is about 63 miles from London. Population 14,776. Hotels, *George* and *Black Swan*. Winchester was the place of residence of the later Saxon kings, and occasionally of their successors down to Henry VIII. The Cathedral is of great antiquity. Here the Domesday Book was kept until transferred to Westminster; here, in 1554, Queen Mary was married to Philip of Spain. The County Hall is also a place of great interest. It is 110 feet long, and contains a curious relic, as ancient as the time of King Stephen, called *Arthur's Round Table*. This table is 18 feet in diameter, and on it are the portraits of the king and his knights. Egbert of Wessex was here crowned king of all England, and Richard I. was also crowned here on his return from Austria. William of Wykeham's College is also worthy of notice, founded in 1339, the chapel, hall, and cloisters of which are very fine. The scholars are regularly transferred from here to New College, Oxford, founded by the same prelate.

From Winchester to *Southampton* the distance is about twelve miles. Southampton contains about 47,000 inhabitants. Principal hotels, *Radley's* and *South-western*. The fact is worth mentioning to American travelers that many different lines of steamers to America make this a stopping-place on their way to and from the Continent. Notice a beautiful military hospital, the foundation of which was laid by the queen in 1866. It is a quarter of a mile in length, and presents a beautiful façade. If you have time, returning from the Isle of Wight, or on your way there, we would advise making a visit to *Netley Abbey*, about three miles from Southampton. These ruins, with their picturesque situation, are as pretty as any thing on the island of Great Britain. An excursion might also be made to New Forest. At Stony Cross the Canterton Oak stood till 1745; a stone now marks the spot: it was from this oak that Sir Walter Tyrrell's arrow glanced which killed William Rufus. Steamers leave Southampton several times a day for Cowes and Ryde in the Isle of Wight, also for Portsmouth.

The London, Brighton, and South Coast Railway issue tourists' daily tickets during the summer season, also tourists' monthly tickets to all parts of the Isle of Wight.

Wimborne is an ancient town of 2275 inhabitants, deriving its name from the Minster, a cruciform building, with a Norman tower at the intersection, and another of later date at the end of the nave. This was first founded as a nunnery in the year 700, by Cuthberga, sister of King Ina, but the nuns were replaced by secular canons in the time of Edward the Elder. A spire formerly rose from the central tower, but this fell in the year 1600, leaving only the base, which forms an open lantern of two stories within. Before the altar is a regal effigy, which marks the tomb of Ethelred, King of the West Saxons, A.D. 873, restored in 1680.

Poole, the principal sea-port of Dorsetshire, is next reached. Population 6815. Hotels, *London* and *Antelope*. For many years the trade carried on by this town was principally with Newfoundland and the Mediterranean; but since the fall of Napoleon I. this business has gradually become

extinct, and the inhabitants are now chiefly engaged in the coasting trade. The exports are potters' clay and pitwood, and the imports timber, coal, and grain.

Wareham is a neat, well-built town, with spacious streets, situated just above the junction of the Rivers Frome and Piddle. A castle once stood above the former river, whose site is still known as the Castle Close. This is a place of great antiquity, and was well known in Saxon times, when it suffered from many a Danish invasion. The remains of a priory, founded by Aldhelm, Bishop of Sherborne, in 709, are still to be seen near St. Mary's Church. This church is the only one of eight churches once possessed by the town of Wareham, or rather it is the only one still used as a place of worship, there being two others, one used as a school and the other an ivy-covered ruin. In St. Mary's Church notice a curious leaden font of the 12th century, adorned with figures of the apostles; also St. Edward's Chapel, which reproduces the small wooden chapel in which the remains of Edward the Martyr were placed after his murder at Corfe.

About half a mile from *Wool Station* lie the ruins of Bindon Abbey, embowered in trees and surrounded by running streams. The buildings of this priory, which was founded in 1172 for Cistercian monks by Roger de Newburgh and Matilda, his wife, have almost entirely disappeared, the foundations alone remaining to mark the site of church and cloister.

Moreton Station is the last passed before reaching *Dorchester*, a thriving town, as well as one of the cleanest and prettiest in the west of England. Population 6823. Hotels, *King's Arms* and *Antelope*. This town derives its prosperity from its position as a railway centre, its rank as a county town, and its situation in the midst of a dairy and sheep-breeding country, more than 750,000 sheep being fed on the neighboring downs. *Dorchester* was a British town of importance before the invasion of Cæsar, after which time it passed by the name of *Durnovaria*. It was one of the principal stations of the Romans, who fortified it with walls, and carried roads from it in different directions. The principal objects of interest are St. Peter's Church, the amphitheatre, and the camps of Maiden Castle and Poundbury. The church is situ-

ated in the centre of the town at the intersection of four streets. It is built in the Perpendicular style, and possesses a fine tower. In the interior are some ancient and curious effigies. The amphitheatre is an elliptical earthwork, formed by excavating the chalk and heaping it up to a height of thirty feet—by some believed to be a Roman work of the time of Agricola, and by others considered more to resemble a British "round," of which other specimens still exist. It is 218 feet in length by 160 in width, the rampart being higher in the centre than at the ends. The area thus included is capable of accommodating 12,960 spectators, the proof of which has been shown in modern times, when in 1705 ten thousand persons assembled here to witness the burning of the body of Mary Channing after her execution. The camp of *Poundbury* stands on the summit of a hill rising near the western gate of the town. Antiquaries differ in relation to the intrenchment as well as in regard to the amphitheatre, some believing it to be a Danish work constructed during their siege of Dorchester under Sweyn, while others proclaim it a Roman work. The same uncertainty does not exist in regard to *Maiden Castle*, or *Maidun*, the Hill of Strength. This is a superb British earthwork, one of the largest in existence, occupying the flat summit of a natural hill which has been intrenched and fortified by the labor of man. It is surrounded by two, and in some places three ramparts, 60 feet in height, and measures 500 yards from north to south, and 1000 yards from east to west. The whole encampment covers about 115 acres, the inner area being 45. This interior area is traversed through the centre by a low bank and ditch; there were four gates or entrances defended by outworks. This monstrous fort was a stronghold of the Durotriges, and is probably also the *Dunium* of Ptolemy.

Continuing our route we reach *Weymouth*, seven miles from Dorchester. Population 11,383. Hotels, *Royal* and *Burdon*. This town is a pleasant watering-place, situated on a bay formed like a letter E, the central projecting part, called the *Nothe*, dividing it into two parts, *Weymouth Bay* and *Portland Roads*. Old *Weymouth* lies to the north of this point, and is connected by a bridge across the harbor with the new

town of *Melcombe Regis*, which stretches for about a mile along the shore. Its principal feature is the *Esplanade*, from the extremity of which a handsome stone pier runs out into the sea, forming the fashionable promenade. On the *Esplanade*, at the divergence of the two main streets, stands a statue erected to the memory of *George III.*

The principal buildings are *St. Mary's Church*, containing an altar-piece representing the Last Supper, by Sir James Thornhill; *St. John's Radipole*; the *Guildhall*, with an Ionic portico; the *Market-house*; *Literary and Scientific Institution*; and the *Baths*, a handsome edifice standing just below the statue of *George III.*

ROUTE No. 107.

London to Portsmouth, via Sydenham (Crystal Palace), Epsom (Derby races), Horsham, and Ford (to the Isle of Wight), by rail. Time, 2 hrs. 25 min.; fare, 15s.

Leaving London by the Brighton and South Coast Railway (London Bridge or Victoria Station), we pass Sydenham on our route, where a branch railway conveys passengers directly to the *Crystal Palace* (see Route No. 72), the fare including the price of admission. Sixteen miles from London we reach *Epsom*, principally famous for its races, which take place in April, September, and the week before Whitsuntide. The railway station opens on *Epsom Downs*, close to the grand stand. During the races, if the weather is fine, there are as many as 60,000 people assembled here. *Epsom* is also celebrated for its mineral springs, producing the well-known *Epsom salts*. Continuing our route through most beautiful scenery, we reach

Dorking, situated in a valley near the *River Mole*. Hotels, *White Horse* and *Red Lion*. From the hills surrounding *Dork-*

ing some of the finest views in England may be obtained. This is a favorite resort for invalids during the summer, the climate being delightful, and the scenery being unequaled by any place so near the metropolis.

Horsham is a fine old town, situated on the Adur, thirty-six miles from London. Population 6747. Hotels, *King's Head* and *Anchor*. The ancient Church of St. Mary contains some interesting monuments of early date, among others those of Lords Braose and Hoo, ancestors of the Duke of Norfolk.

Pulborough is next passed before reaching *Ford Junction*, where this railway meets the line running from Brighton to Portsmouth (see Route No. 73).

Sands, which protect the Downs, take their name from the estate of Earl Goodwin, father of King Harold. The best hotels at Ramsgate are *Royal* and *Albion*.

Four miles from Ramsgate is the free-and-easy watering-place of *Margate*, somewhat on the order of our Coney Island, near New York, where every one seems to have come for the purpose of having a "good time," and are trying their best to realize what they came for. *Cliftonville* is the principal hotel. The *Pier*, nine hundred feet long, erected in 1810 at an expense of \$500,000, the *Jarvis Jetty*, and the *Clifton Baths*, cut out of the solid cliffs, are the principal sights. Population 8874.

From Margate there are four routes in crossing the Channel, viz., from Dover to Ostend, from Dover to Calais, from Folkestone to Boulogne.

ROUTE No. 108.

London to Ramsgate and Margate, via Chatham, by rail. From Victoria Station, in 2 hrs. 47 min.; fare, 15s.; return, £1 2s. 6d. From Charing Cross, in 2 hrs. 42 min., same fare. (Route 76 as far as Canterbury.)

Ramsgate is about 16 miles from Canterbury. It contains a population of nearly 12,000. Here is a magnificent pier, 2000 feet in length, the erection of which cost three million dollars; on its eastern branch is an obelisk, fifty feet high, erected in honor of George IV., who landed here from his excursion to Hanover in 1821. To the north are the Goodwin Sands, which form a breakwater to the harbor or roadstead called the *Downs*—

"All in the Downs the fleet was moored."

You have on this coast all the different contradictory definitions of the word *Downs*. It is a *roadstead* for *shipping*, a level tract of land for pasturing sheep, *hills* of sand thrown up by the sea along the sea-shore, and hills approximating to *mountains*, such as the Downs of Sussex. The Goodwin

ROUTE No. 109.

Bath to Weymouth, via Frome, by rail. Time, 2 h. 37 min.

Bath, see Route No. 95.

Bradford-on-Avon is an ancient town of 8032 inhabitants, formerly the seat of an important woolen manufacture. The river runs through the centre of the town, and is crossed by two bridges; one of these is of great antiquity, and formerly bore a chapel on the eastern side of the central pier; this is still in existence, but has been degraded to the use of a lock-up.

The town of Bradford derives its name from the broad ford over the Avon, which

was used by all wheel-carriages up to a recent date, the bridge having been too narrow to allow of their passage across. A monastery was founded here in 705 by Aldhelm, Bishop of Sherborne, from which time the town rose in importance until 957, when the Witenagemote which appointed Dunstan Bishop of Worcester was held here. In the 12th century a large church was erected here, of which the western part of the chancel and the southern wall of the nave still remain, forming a portion of the present parish church of the Holy Trinity. The tower, with a groined interior and a low spire, dates from the latter half of the 15th century. In the 13th century the woollen manufacture was established here, but did not reach perfection until the 17th century, when Paul Methuen, the leading clothier of the town, introduced spinners from Holland, who taught the mode of producing the finer textures of cloth, and thus greatly raised the character of the manufacture.

The ruins of *Farleigh Castle*, consisting of two towers, a gate-house, and a portion of the wall, may be visited from Bradford. This building was held by the Hungerford family for a space of 300 years. It was at one time given to George, Duke of Clarence, whose daughter Margaret, the last of the Plantagenets, was born here. Here also one of the Hungerfords (of the time of Henry VIII.) imprisoned his *third* wife during four long years. A letter of this unfortunate prisoner, to be found in the "Collection of Letters of Royal and Illustrious Ladies," says: "Here I have byn these three or four years past without comfort of any creature, and under the custodie of my lord's chaplain, which hath once or twice poysoned me. He hath promised my lord that he would 'soon rid him of me,' and I am sure he intended to keep his promise; for I have none other meat nor drink but such as cometh from the said priest, and brought me by my lord's foole. So that I have been well-nigh starved, and sometimes of a truth should die for lacke of sustenance had not poore women of the country, knowing my lord's demayne always to his wives, brought me to my great window in the night such meat and drink as they had, and gave me for the love of God; for money have I none wherewith to

pay them, nor yet have had of my lord, these four years, save four groats." This lady, however, outlived her lord, who was beheaded in 1540 for alleged treason, and later found a second and, it is to be hoped, a kinder mate.

Trowbridge, the next station on our line, stands on a hill overlooking the River Biss, a tributary of the Avon, and was first built during the Norman period around a castle which occupied a site now called Court Hill. This castle is mentioned by the chroniclers of King Stephen's reign, it having undergone a siege by that king, during which the castle was held for the Empress Maud by Humphrey de Bohun. It is mentioned again in the time of Edward III., but in the reign of Henry VIII. had entirely disappeared. Cloth is manufactured in Trowbridge to a great extent.

The railway from here continues up the valley of the Biss to *Westbury*, an ancient straggling town of 5751 inhabitants, chiefly engaged in the iron trade. Here there is little of interest to detain the traveler; near the railway, in a field called Ham, a number of coins and remains of Roman pottery have been discovered; and at Westbury Leigh, a place called Palace Garden is pointed out as the traditional residence of one of the Anglo-Saxon kings.

Frome is a thriving market-town of 11,200 inhabitants, owing its origin to the foundation of a monastery here by St. Aldhelm in 705. It is built on the sides of a steep hill, and is rich in manufactures of various kinds, the most important being that of woollen cloth; there are also manufactories of edge-tools, iron-foundries, fulling-mills, card-mills, and dye-works. The parish church of St. John the Baptist is reached on the north by the Calvary steps and stations of the Cross, a series of carvings which occupy the steep ascent through the church-yard to the northern porch. In the interior notice the pulpit and sculptures of the eight great preachers: Noah, Moses, Elijah, St. John the Baptist, St. Peter, St. Paul, St. Chrysostom, and St. Ambrose; also the memorial window to Bishop Ken. He was one of the seven bishops who refused to read the Declaration of Indulgence, for which act he was committed to the Tower by James II. in 1688. He was deprived of his office in 1689 by William III. for having refused to take the oath of

allegiance. He was buried under the eastern wall of the chancel of this church, and his tomb is to be seen on the outside, protected by an open-worked stone shrine: it is formed of iron bars bent into the form of a coffin, with a pastoral staff and mitre laid across it.

Passing Witham Station, we reach *Bruton*, where a monastery was founded in very early times by Ethelmar, Earl of Cornwall; the site of this was later occupied by a priory built by William de Mohun in 1142. This was granted at the Dissolution to Sir Maurice Berkeley, standard-bearer of Henry VIII., but was pulled down in 1786, after the extinction of the family. There is a free grammar-school, founded in 1520, and a good hospital, dating from 1617.

Castle-Carey, situated in the midst of a most lovely country, is passed before reaching *Yeovil*. This is a thriving town, situated on a hill-side rising above the banks of the River Yeo, and containing 8486 inhabitants, mostly engaged in the manufacture of kid gloves.

Passing through *Maiden Newton*, containing a church with some early Norman work, we reach *Dorchester*. Population, 6823. Hotels, *King's Arms* and *Antelope* (see Route No. 106).

A short distance on is *Weymouth*, on the Channel, and the starting-point of the Great Western Railway Co.'s steamers for *Cherbourg* (the new route to the Continent) and to the *Channel Islands*.

FRANCE.

GEOGRAPHY.

[FRANCE.]

GEOGRAPHY.

France is situated on the western side of the European continent. It is bounded on the north by Germany, Belgium, and the English Channel; on the east by Germany, Switzerland, Italy, and part of the Mediterranean; on the south by the Mediterranean and Spain; and on the west by the Atlantic.

It contains, since its two provinces were ceded to Germany, 206,474 square miles, or about four and a half times as large as the State of New York—nearly twice as large as Great Britain and Ireland. (Its provinces of Oran, Algiers, and Constantine contain 261,209 square miles.)

Its population, previous to the war, was 38,192,064. Its present population is 37,672,048: it lost 1,597,228 by the cession of Alsace and Lorraine.

The position of France commands most striking natural advantages. Its coasts are washed by the waters of the Atlantic and English Channel a distance of 590 miles, and by the Mediterranean 360. It is protected on the east by the Vosges, the Jura, and the Alps; on the south by the Pyrenees; on the north by an artificial line guarded by numerous fortresses.

The greater portion of France forms a succession of gentle slopes and extensive plains. The chief rivers are the Seine, Loire, Garonne, and Rhone: the absence of high grounds between the different river-basins has facilitated the construction of numerous canals, which, with the various lines of railway that cross the country in every direction, has tended much to develop the internal commerce of the country. In the south the *Canal du Midi* unites the Garonne, which empties its waters into the Bay of Biscay, with the Mediterranean. The *Canal du Centre* connects the Loire, which also empties into the Bay of Biscay, with the Saône, which, uniting with the Rhone, empties into the Mediterranean. The *Canal de Bourgogne* unites the waters of the Saône with those of the Yonne, thereby connecting the basins of the Rhone and Seine; while the *Canal du Rhone au Rhin* effects a union between these rivers by means of the River Doubs.

France has no lakes of any importance,

with the exception of some small mountain lakes in the higher valleys of the Pyrenees, and Lake Geneva—France possessing that portion which bounds Savoy on the north, or nearly the whole of one side of the lake.

There is considerable difference between the climate of Northern and Southern France, also in their products. In the north and northwest barley, wheat, rye, oats, apples, pears, hemp, and flax are the principal products. In the centre, or that portion of the country which comprises the basin of the Loire with the upper part of the valley of the Saône, the winter is of shorter duration, the atmosphere less humid, the weather generally more settled, and the vine is the general crop: wheat, oats, rye, barley, and maize are also grown. In the southern region, which includes the valley of the Garonne, the Rhone, and Mediterranean coast, the heat is much greater, and the winter of very short duration: maize here grows in every direction—wheat not at all; and barley, oats, and rye only on the higher grounds; the vine, olive, and mulberry are favorite objects of culture. While on the Mediterranean coast the orange and lemon are every where general; and the towns of Mentone, Nice, Cannes, Hyères, and Marseilles are favorite residences for invalids, or those who prefer a lovely summer climate in the depth of winter. The harvests in the south are generally three weeks earlier than in the north.

France contains extensive forests, chiefly toward the central portion of the country; and over sixteen million acres, or nearly one eighth of its entire surface, is covered with wood. The principal trees are the ash, birch, beech, elm, and poplar; while in the higher regions the pine and fir tree reign supreme.

The mineral productions of France are extensive, especially iron: it occurs in abundance along the chains of the Vosges, Cevennes, and Jura, also in the peninsula of Brittany and the basins of the Garonne and Loire; silver, lead, and copper mines are worked to but a limited extent. Rock-salt is obtained in large quantities at the southern extremity of the mountain range of the

Jura, also along the skirts of the Vosges Mountains.

France previous to the Revolution of 1789 was divided into thirty-four provinces—many of them had at one time been independent states. It is now redivided into eighty-seven departments, named in most cases from the rivers by which they are intersected, or from the mountain ranges by which they are bordered. The departments are governed by a Prefect appointed by the general government. The departments are subdivided into arrondissements, cantons, and communes.

About three fifths of the whole population of France is devoted to agriculture, full one half of the land being arable. About ten per cent. is pasture-land, and four per cent. devoted to the cultivation of the grape—which last is the most important and distinctive feature of French husbandry.

The principal wine-growing departments are those bordering on the Garonne, and extending toward the shores of the Mediterranean and in the east, from whence come the Medoc or Bordeaux wines; the department of Ain, Côte d'Or, Saône et Loire, and Yonne, or the ancient province of Burgundy, from whence come the Burgundy wines; and the departments of Ardennes, Aube, Marne, and Haute Marne, or the ancient province of Champagne, from whence comes the Champagne. The vintage takes place during the months of September and October. For the description of the preparation of wine, see Index under heads of Bordeaux, Epernay, and Macon.

France ranks second to Great Britain only in the extent and value of her manufacturing industry, but in the production of wine and silk she outranks all other countries; her productions of the latter are noted for their elegance of design, richness of material, and brilliancy of color. The towns in which the most extensive manufacture of silk is carried on are Lyons, Paris, Nimes, Avignon, Tours, and St. Etienne. The manufacture of woolens is next in importance, and is most extensively carried on in Paris, Lyons, Louvers, Amiens, Rheims, and Abbeville. Linen, cotton, and lace are mostly confined to Valenciennes, Lille, Douay, Rouen, Cambrai, Lyons, Paris, St. Quentin, Orleans, and Angers. Watches and jewelry to Paris; leather to Paris, Blois, and Grenoble.

A CHRONOLOGICAL TABLE OF THE KINGS OF FRANCE, FROM

	A. D.
Pharamond, who reigned from...	420
Clodion.....	427
Meroveus.....	448
Childeric I.....	458
Clovis I.....	481

On the death of Clovis, in 510, his kingdom was divided among his four sons, viz., Thierry I., King of Metz; Clodomir, King of Orleans; Childeric, King of Paris; and Clothaire, King of Soissons, who became sole king in 558. Clothaire dying in 560, the kingdom was divided: Thierry II. and Gontran reigned at Orleans; Charibert reigned in Paris; Sigebert, Childeric II., Theodebert II., at Metz; and Chilperic I. and Clothaire II. at Soissons.

	A. D.
Clothaire II. became sole king...	613
Charibert II. and Dagobert I.....	628
Sigebert II. and Clovis II.....	638
Clothaire III.....	656
Childeric II.....	670
Dagobert III.....	674
Thierry III.....	679
Clovis III.....	691
Childebert III.....	695
Dagobert III.....	711
Clothaire IV.....	717
Thierry IV.....	720
Childeric III.....	742
Pepin and Carloman.....	752
Charlemagne.....	768
Louis I.....	814
Charles I.....	840
Louis II.....	877
Louis III.....	879
Charles II.....	884
Eudes.....	888
Charles III.....	898
Robert I.....	922
Louis IV.....	936
Lothaire.....	954
Louis V.....	986
Hugh Capet.....	987
Robert II.....	996
Henry I.....	1031
Phillip I.....	1060
Louis VI.....	1108
Louis VII.....	1137
Phillip II.....	1180
Louis VIII.....	1223
Louis IX.....	1226
Phillip III.....	1270
Phillip IV.....	1285
Louis X.....	1314
Phillip V.....	1316
Charles IV.....	1322
Phillip VI.....	1328
Jean.....	1350
Charles V.....	1364
Charles VI.....	1380
Charles VII.....	1422
Louis XI.....	1461
Charles VIII.....	1483
Louis XII.....	1498
Francis I.....	1515
Henry II.....	1547
Francis II.....	1559
Charles IX.....	1560
Henry III.....	1574

	A. D.
Henry IV.....	1589
Louis XIII.....	1610
Louis XIV.....	1643
Louis XV.....	1715
Louis XVI.....	1774
States-General.....	1789
Constituent Assembly.....	1789
Legislative Assembly.....	1792
Republic and Convention.....	1792
Reign of Terror.....	1793
Directory.....	1795
Consulate.....	1799
Napoleon Bonaparte.....	1804
Louis XVIII.....	1814
Charles X.....	1825
Louis Philippe.....	1830
Republic.....	1848
Napoleon III.....	1852
Republic.....	1870

Currency.—In France and Belgium the currency is *francs* and *centimes*: 1 *franc* = 100 *centimes* = 18 $\frac{3}{4}$ cents. American travelers generally call one franc twenty cents; it costs them that. Although the franc and centime are the legal currency in all commercial transactions, the *sou*, which is about equal to one cent, is usual in ordinary trade. Twenty of them are worth one franc, and it will be well to note the difference. You *hear* of centimes, but hardly ever *see* them. Five of this coin make one sou.

The French have adopted a decimal system of weights and measures. We give those parts of it which are of special use to travelers:

Weights.—The unit is the *gramme*, which is the weight of the 100th part of a *metre* of distilled water at the temperature of melting ice. It is equal to 15.434 grains Troy. Hence,

- 1 Gramme = 15 $\frac{1}{2}$ grains Troy, nearly.
- 1 Decagramme (10 grammes) = 5 $\frac{1}{2}$ drams Avoirdupois, nearly.
- 1 Hectogramme (100 grammes) = 3 $\frac{1}{2}$ ounces Avoirdupois, nearly.
- 1 Kilogramme (1000 grammes) = 2 $\frac{1}{4}$ pounds Avoirdupois, nearly.
- 1 Myriagramme (10,000 grammes) = 22 pounds Avoirdupois, nearly.

Measures.—The *metre* is the unit. This is the ten-millionth part of the quadrant of the earth's meridian. It is equal to about 39.370 inches. Hence,

- 1 Metre = 3 feet 3 inches, $\frac{9}{100}$.
- 1 Hectometre (100 metres) = 328 feet, nearly.
- 1 Kilometre (1000 metres) (3280 feet) = $\frac{2}{3}$ mile, nearly.

1 Myriametre (10,000 metres) = 6 $\frac{1}{4}$ miles, nearly.

The *metre* is the basis of all measures of capacity; thus the *litre* is the cube of the tenth part of a metre, equal to $\frac{32}{100}$ of a gallon—a little less than a quart.

The present debt of France is a little over 4524 millions of dollars; more than double that of the United States, and about one tenth more than that of Great Britain.

The imports are about 630 millions, and the exports 615 millions.

The annual receipts of the government are in round numbers 481 millions of dollars; the annual expenses, including interest on the public debt, 477 millions.

The *active* force of the French army is 704,714 men; the reserve, 510,294; there is also a territorial army of 582,523, and a reserve territorial army of 625,633—making a total of 2,423,164. The navy consists of 154 vessels of different grades, and 78 reserve.

The thermometers used in France are the Centigrade and Réaumur's, the freezing-point of both being 0°; while the boiling-point of the former is 100°, that of the latter is 80°. To convert Centigrade into Fahrenheit, multiply the degrees by 9, and divide by 5, adding 32 to the result: C. 10° = R. 8° = F. 18° + 32° = 50°.

There are about 11,000 miles of railway in running order, and 27,000 miles of electric telegraph.

Sixty-six pounds of baggage are allowed free on railways; and as all baggage is weighed and registered, the traveler should endeavor to be at the station twenty minutes before the starting-time, and if there is a likelihood of a large number of travelers, a full half-hour.

FROM LONDON TO PARIS.

1. The regular *mailroute* is by the London, Chatham, & Dover Railway from *Holborn Viaduct, Ludgate Hill, Cannon St., Charing Cross, and Victoria Stations* to Dover, Calais, and Paris. *From Victoria daily at 7.40 A. M. (the mail), leaving Dover at 9.35, Calais at 12.11 P. M., and arriving in Paris at 5.41 P. M.* The same train leaves *Paris for London at 7.40 A. M., Calais at 1.20 P. M., Dover at 3.30* (Pullman palace-car to Victoria Station, London), and arriving at *Victoria Station, London, at 5.15 P. M.* Fare, first class, £3; return tickets available for one month £4 15s. Time, 10 hours.

Another *special day-service* leaves *Victoria for Paris at 9.55 A. M., and Paris for London at 9.40 A. M., arriving respectively at 8 P. M. and 7.23 P. M.*

This route *via Dover and Calais* has the shortest sea-passage (80 min.), and the boats cross in any weather.

2. The tidal train is *via Folkestone to Boulogne*. The time of departure varies according to the tide. By rail from London to Folkestone, 1 h. 52 m.; steamer to Boulogne, 2 h.; train to Paris, 4 h. 50 m.: whole time, including stoppages, 9 h. Fare, \$14 (56s.). The departure of boats is uncertain in bad weather.

3. *From London to Paris, via Newhaven, Dieppe, and Rouen*. This is the shortest and cheapest route between the two cities. The Channel service, however, is longer than by the other routes; but Rouen can be visited on the way to Paris, through tickets, which only cost \$7 50, giving the traveler the right of stopping at either Dieppe or Rouen. Trains leave daily from Victoria Station and London Bridge. Baggage checked *through to Paris, or vice versa*, is only examined at Paris or London, and that very lightly—cigars being the principal article prohibited that travelers would be likely to carry. Passports are asked for on landing, but "*Je suis Américain*" is sufficient, unless there is some political difficulty in the country, when it is always well to be in possession of a passport.

ROUTES.

ROUTE 110 (page 296).—*Calais or Boulogne to Paris, via Amiens.*

ROUTE 111 (page 386).—*London to Paris, via Newhaven and Dieppe. Paris to Dieppe, via Rouen or via Pontoise.*

ROUTE 112 (page 390).—*Paris to Havre, via Rouen and Yvetot.*

ROUTE 113 (page 392).—*Paris to Cherbourg, via Mantes, Evreux, Caen, and Bayeux, with excursions to Trouville, Honfleur, St. Lô, Granville, St. Malo, and Dinan.*

ROUTE 114 (page 397).—*Paris to Brest, via Versailles, Chartres, Le Mans (rail to Alençon and Falaise), Laval, Rennes, St. Brieuc, Guingamp, and Morlaix.*

ROUTE 115 (page 401).—*Paris to Bordeaux, via Orleans, Tours, and Poitiers.*

ROUTE 116 (page 407).—*Tours to La Rochelle, via Poitiers and Niort (branch lines from Niort to Angers, and from La Rochelle to Nantes).*

ROUTE 117 (page 409).—*Poitiers (Paris) to Bordeaux, Arcachon, Pau, Bayonne, Biarritz, and Spanish frontier (Hendaye), via Angoulême Junction (Cognac), Coutras Junction (Royan, Rochefort), Libourne, Bordeaux, Lamothe Junction (Arcachon), Morceaux Junction (Tarbes, Bagnères-de-Bigorre, Bagnères-de-Luchon), Dax Junction (Pau), Bayonne (Biarritz, St. Jean de Luz), (Hendaye, Route 92, Vol. III).*

ROUTE 118 (page 419).—*Bordeaux to Narbonne, via Agen, Montauban, Toulouse, Villefranche, and Carcassonne.*

ROUTE 119 (page 423).—*Toulouse to Bayonne, via Montrejeau (Luchon), Tarbes (Bagnères-de-Bigorre), Pau, and Orthez.*

ROUTE 120 (page 443).—*Paris to Orleans, Agen, and Tarbes, via Châteauroux, Limoges, Périgueux, Lectoure, and Auch.*

ROUTE 121 (page 446).—*Narbonne to*

Nîmes, via Béziers, Cette, and Montpellier.

ROUTE 122 (page 448).—*Paris to Vichy and Nîmes, via Fontainebleau, Montargis, Gien, Nevers, Moulins (Vichy and Cusset), Clermont, Brioude, and Alais. Or to Toulouse, via Murat, Aurillac, Figeac, and Gaillac.*

ROUTE 123 (page 454).—*Paris to Lyons and Geneva, via Nevers, Moulins, Roanne, Tarare, and Ambérieu.*

ROUTE 124 (page 457).—*Paris to Nice, via Joigny, Dijon, Macon, Lyons, Valence, Avignon, Arles, Marseilles, and Toulon, with branch line to Grenoble via Aix and Gap.*

ROUTE 125 (page 476).—*Paris to Geneva, via Macon, Bourg, and Ambérieu. Or to Turin, via Macon, Bourg, Ambérieu, Aix-les-Bains, Chambéry, St. Jean de Maurienne, and Modane.*

ROUTE 126 (page 478).—*Paris to Neuchâtel and Lausanne, via Dijon and Pontarlier.*

ROUTE 127 (page 478).—*Paris to Basle, via Nogent, Troyes, Chaumont, Vesoul, Belfort, and Mulhouse.*

ROUTE 128 (page 480).—*Paris to Strasbourg, via Meaux, Epernay, Châlons, Barle-Duc, Toul, Nancy, Lunéville, and Sarrebourg.*

ROUTE 129 (page 492).—*Lyons to Strasbourg, via Bourg, Lons, Besançon, Mulhouse, and Colmar.*

ROUTE 130 (page 493).—*Paris to Luxembourg, via Epernay, Châlons, Verdun, Metz, and Thionville.*

ROUTE 131 (page 494).—*Paris to Thion-*

ville, via Soissons, Rheims, Mézières, Sedan, and Montmedy.

ROUTE 132 (page 496).—*Paris to Cologne, via Creil, St. Quentin, Charleroi, Namur, Liège, and Aix-la-Chapelle.*

ROUTE 133 (page 498).—*Paris to Brussels, via Amiens, Arras, Douai, Valenciennes, and Mons. Or to Ghent, via Arras, Douai, Lille, and Courtrai (branch line from Lille to Hazebrouck, St. Omer, and Calais).*

ROUTE 134 (page 505).—*Brussels to Antwerp, via Mechlin.*

ROUTE 135 (page 515).—*Brussels to Liège and Verriers, via Namur.*

ROUTE 136 (page 517).—*Brussels to Luxembourg, via Namur and Arlon.*

ROUTE 137 (page 518).—*Brussels to Ostend, via Ghent and Bruges.*

ROUTE 138 (page 521).—*Brussels to Louvain and Liège.*

ROUTE 139 (page 522).—*Brussels to Calais, via Courtrai, Poperinghe, and Hazebrouck.*

ROUTE 140 (page 523).—*Brussels to Paris, via Hal, Mons, and Maubeuge.*

ROUTE 141 (page 526).—*Antwerp to Rotterdam.*

ROUTE 142 (page 527).—*Rotterdam to Amsterdam, via the Hague.*

ROUTE 143 (page 533).—*The Hague to Haarlem and Helder.*

ROUTE 144 (page 533).—*Amsterdam to Cologne, via Utrecht and Arnheim.*

It is well remembered as the last foothold of the English in France, having remained in their possession from 1347 to 1558, when it was taken by the Duke of Guise. It is also noted for having withstood the siege of Edward III. for eleven months.

The *Hôtel de Ville*, situated in the Great Market-place, contains the municipal offices. Standing in front are columns with busts of the Duc de Guise, Cardinal Richelieu, and Eustace de St. Pierre, one of the brave defenders of the town during the siege of Edward III.

The *Church of Notre Dame* was erected during the time the English were masters of Calais. It is surmounted by a fine tower, is built in the Gothic style, and contains a picture of the Assumption by Van Dyke.

The principal products of the town are tulle, hosiery, gloves, and hats.

From Calais to Boulogne the distance is twenty-six miles and a half. Time, one hour.

Nearly five miles from Boulogne, at a place called Wimereux, the late Emperor of the French landed with a few faithful followers, August 6, 1840, in his attempt to seize the crown.

Boulogne (sur Mer) is situated at the mouth of the River Liannc, and contains a population of 40,251. *Grand Hôtel des Bains*, in a fine open position on the quai, the principal promenade. Boulogne derives its great importance from being on the great line of travel between London and Paris, the time required to go from one to the other of those two cities being now reduced to *nine* hours. Nearly a tenth of the population is English, and the English tongue is heard on every side. It was the Roman Gessoriacum. During the bathing season visitors from England and different parts of France are numerous. The port is the main object of attraction to the residents—some 300,000 people annually embarking and disembarking; the harbor is artificial, and when the tide is out it is entirely dry. On each side there are wooden piers, over one third of a mile long, which serve as a promenade for visitors.

The town is divided into two parts, the old town, or *Haute Ville*, and the new town, or *Basse Ville*, the latter containing all the best hotels and lodging-houses, the princi-

ROUTE No. 110.

Calais or Boulogne to Paris, via Amiens.

Calais. [The railway now runs close to the steamboat landing; passengers are then conveyed to the station hotel, where they have about forty-five minutes to dine.] Principal hotels, *Dessin* and *Station*. This strongly fortified town, being a fortress of the second class, contains 13,500 inhabitants. It is distant from Dover twenty-two miles. The harbor is approached by two wooden piers three quarters of a mile long. Toward the outward rampart is a lighthouse 190 feet high. The piers and ramparts form an agreeable promenade. The old town is surrounded by walls, with one gateway toward the sea and one toward the land; that toward the sea side was built by Cardinal Richelieu in 1635.

Calais is now a manufacturing town, with very little to interest the traveler.

pal shops, and nicest streets. The Old Town retains its ramparts, which form an agreeable walk around the town. In one corner may be seen the *Castle*, flanked by round towers. It was here that the late Emperor Napoleon III. was confined, after his abortive attempt to seize the government.

On the high ground to the east were situated the camps of Caligula, Henry VIII., Napoleon I., and Napoleon III.

The *Citadel* was destroyed in 1690. The *Hôtel de Ville* is situated in the Old Town, behind which rises a square massive tower, called the *Beffroi*; it dates from the 13th century. From the top there is a magnificent view, the cliffs of Dover being quite distinct in clear weather.

The *Cathedral* is a modern structure, still unfinished, although consecrated in 1867. It is supposed to rest on the site of a church built in the 12th century by the mother of Godfrey de Bouillon, and another of later date destroyed during the Revolution. Its high altar is a gift from Prince Torlonia, the Roman banker. The dome, which rises from the eastern end of the building, is nearly three hundred feet high. There is a tradition that during the 7th century an oarless and sailless boat arrived at Boulogne containing an image of the Virgin Mary, and that a church was built to protect this valuable relic. Underneath are extensive and ancient crypts.

The *Museum* is situated in the Grand Rue, and contains numerous objects of interest, being one of the best provincial museums in France. Among a variety of ancient armor, arms, etc., may be seen a model of Caligula's Tower, which formerly stood on the heights above. There is a compartment devoted to natural history, a picture-gallery, and public library.

It was from Boulogne that Napoleon I. had planned to make his descent on England, and so certain was he of invading that country that a medal is shown in the Museum, bearing the date 1804, "Descente en Angleterre," "Frappé à Londres." He had concentrated at Boulogne 180,000 men and 2400 transports, prepared to cross the Channel. His intention was with the combined fleets of France, Spain, and Holland to sweep the Channel of the English fleet, and under cover of his own to land his men on the opposite shore. The war with Aus-

tria, however, and the defeat at Trafalgar, put a stop to the enterprise.

A short distance from the town rises a conspicuous memorial of the intended invasion—a marble monument 166 feet high, surmounted by a bronze statue of the emperor in his coronation robes. The cornerstone was laid by Marshal Soult in 1804, and the work commenced by the Grande Armée.

About a mile from this there stands another monument of marble, to commemorate the distribution of the Order of the Legion of Honor among the troops during one of Napoleon's visits to the camp.

To the east of the harbor is the *Etablissement des Bains*, one of the best constructed in France. It is built in the Renaissance style, and contains a ball-room, reading-rooms, conversation-rooms, etc., and is surrounded by a pretty garden, near which is a large Aquarium.

The Sage, author of "Gil Blas;" Thomas Campbell, author of "Pleasures of Hope;" and Churchill, the poet, all died at Boulogne.

On the heights above the sea-bathing establishment are some remnants of a brick tower said to have been built by Caligula, A.D. 40.

Boulogne is the birthplace of Frédéric Sauvage, considered in France as the inventor of the *screw-propeller*, in 1832; he was born on the 20th of September, 1786. The town has lately gone to considerable expense in awarding him posthumous honors, which culminated in the uncovering of a monument to his memory. The remains of Frédéric Sauvage were removed from Paris and interred with public honors on the 20th of September, 1872. The monument over his grave is a square pediment in three portions, made of gray marble, of the same kind as the Napoleon Column is built, and obtained from the Marquise Quarries. It rises to the height of fourteen feet, and on the top a heroic-sized bronze bust of Frédéric Sauvage is placed. On either side of the monument is an inscription setting forth the date of his birth, death (19th of July, 1857), the translation of his remains, and a list of his inventions. On the front are the two words, "Frédéric Sauvage," and a bronze bas-relief showing a vessel with a screw-propeller, a pantograph, a horizontal mill for sawing marble, and a souff-

flet hydraulique for raising water, all of which were either invented or perfected by F. Sauvage, who, in addition, invented the conformateur, an instrument for measuring the head, and an automatic boat. Frédéric Sauvage's life was similar to those of many other inventors in that he spent his days and fortune in perfecting inventions which brought him no profit. Having lost his own money, he borrowed from others, and, being unable to repay, was thrown into a debtors' prison, which he afterward exchanged for a mad-house, where he died on the 19th of July, 1857. The monument was designed by M. de Bayser, town architect of Boulogne.

From Boulogne to Abbeville, a distance of 49 miles, at which the Somme is crossed. It was near this spot the English army crossed before the battle of Crécy (a distance of twelve miles).

Abbeville contains a population of 21,500. Hotels, *De la Tête de Bœuf* and *France*. This town is situated on the River Somme, and is accessible to vessels of 150 tons. It is noted principally for its manufacture of woolens, but there is nothing to be seen of any importance within its streets, if we except the old church of St. Wolfram, commenced in the reign of Louis XII., and never finished. There is an old Castle, now used as a prison, a Public Library in the Hotel de Ville, and a Museum. The ancient ramparts are now used as a public promenade.

Crécy is distant 12 miles from Abbeville; it is noted for its famous battle, fought the 26th of August, 1346, between Philip VI. with 100,000 men, and Edward III. with 30,000. The English king gained a great victory, notwithstanding the disparity of numbers, owing principally to the use of cannon for the first time; the French had none in use. The French army was under the command of the Count d'Alençon, the king's brother, who was slain, as well as the Kings of Bohemia and Majorca. The Prince of Wales (the Black Prince) then won his spurs and the feathers, which the present Princes of Wales wear.

Eighteen miles from Abbeville *Picquigny* is passed: it was here that Louis XI. and Edward IV. met on a bridge to exchange treaties, shake hands, and make friends; but as deception was the order of the day, the monarchs were so distrustful of each

other that a barrier of wooden palisades was put up, over which they were to shake hands and swear eternal friendship.

Amiens. Hôtels de France, d'Angleterre, and du Rhin. This city, which contains a population of 61,063, is finely situated on the Somme, about thirty-five miles from its mouth, and is the capital of the department of that name, the chief town of Picardy. Outside of France Amiens is better known for its treaty, called the "Peace of Amiens," than for any other cause. The Salle is shown in the Hôtel de Ville where Joseph Bonaparte for France, Lord Cornwallis for England, Chevalier Azara for Spain, and M. Schimmelpennick for Holland, signed the treaty.

The principal object of interest here is the Cathedral, which is not only one of the finest Gothic edifices in France, but in Europe, covering more ground than any other, with the exception of St. Peter's, at Rome, and the Cologne Cathedral, the nave being half as high again as that of Westminster Abbey. The *Cathedral of Notre Dame* was commenced in 1220, or early in the 13th century, and finished about the end of the 14th century; the central spire, however, was not completed until two centuries later. The length of the building is 468 feet, and height of nave 140 feet. An eminent writer says of it that "the interior is one of the most magnificent spectacles that architectural skill can ever have produced; the mind is filled and elevated by its enormous height, its lofty and many-colored clerestory, its grand proportions, its noble simplicity." Notice at the crossing of the transepts the three magnificent rose windows, over 100 feet in circumference: the tracing is of the most exquisite description, and the staining of the glass simply gorgeous. In one of the interior chapels that run around the church is the skull of John the Baptist, brought from Constantinople during the time of the Crusades—the lower jaw has disappeared. Notice the brass effigy on the left as you enter: it was erected to the memory of Bishop Evrard de Fouilley, the founder of the cathedral. In the choir are 110 stalls, the intricate carvings of which have produced the greatest amount of admiration. The treaty of peace between Edward VI. and Henry III. was signed here in 1550.

The Museum of Amiens is situated in the

Rue des Rabuessons ; it is built on the site of the old arsenal, and contains a fine collection of pictures, a gallery of religious monuments, a collection of Celtic antiquities, and Roman pottery.

The Public Library, which contains some 60,000 volumes, and a collection of MSS., is situated immediately opposite the Museum.

The Citadel is the only remaining portion of the old fortifications ; it is still a place of considerable strength, its ramparts are now the principal promenade of the citizens. In addition there is a splendid promenade west of the city called the *Promenade de la Hôteie*. Amiens is the birthplace of Peter the Hermit, preacher of the Crusades — there is a bronze statue erected to his memory on Place St. Michael.

Clermont-sur-Oise contains a population of 6000. Hotel, *Croissant*. This place was formerly a very important fortress ; its castle is now a female penitentiary : here the great Condé retired from court, and defended the castle against the king.

Creil Junction, where numerous lines of railway meet : that for Paris by Chantilly, also by Pontoise ; to Cologne, *via Compiègne* ; a branch line to Beauvais ; one to St. Quentin and Brussels. The town contains 4600 inhabitants. On an island in the river are the remains of the old castle in which Charles VI. was confined during his madness.

Six miles from Creil is *Chantilly*, noted for its manufacture of silk lace ; the town contains 3400 inhabitants. Hotels, *Grand Cerf* and *De la Pelouse*. This is one of the loveliest spots in the vicinity of Paris ; it owes its creation to the great Condé, who here spent the remaining years of his life. It was here he gave that magnificent entertainment to the king, his cousin, made memorable by the event of Vatel, the celebrated cook, running himself through with his sword because the fish did not arrive in time for dinner. The king, who had a claim to the estate, intimated to Condé that he would like to obtain possession. Condé replied that the king was master, but asked as a favor to be retained as concierge.

The grandson of the great Condé built a magnificent chateau here, which was destroyed by the mob during the first revolution. The stables, however, which are

the finest in France, still exist. They are located immediately in front of the race-course stands.

The Duc de Bourbon, Prince de Condé, the last possessor of both titles, was discovered hung by his cravat to a window-bolt in his bedroom in Paris in 1830 ; he was seventy-four years of age. It was supposed that he was murdered. He left by will all his property to the Duc d'Aumale, second son of Louis Philippe : Chantilly and its magnificent forest, containing nearly seven thousand acres ; the Palais Bourbon, or Palace of the Legislative Body, and other property of immense value. The confiscation law of 1853 being passed, all the property belonging to the Orleanists was sold, and Chantilly was bought by two members of the banking-firm of Coutts & Co., of London. It was supposed at the time the purchase was made on account of the Duc d'Aumale, which proved to be true, as he is now in possession. The French National Assembly, since the fall of the empire, repealed the law confiscating the property of the house of Orleans.

Chantilly races take place under the patronage of the Paris Jockey Club in May, September, and October ; and here the French Derby is run, the winner of which is generally sent to England the same month (May) to contend for the English Derby, and then back for the *Grand Prix*, which takes place a week later at Longchamps (Bois de Boulogne). There is a large colony of English grooms and jockeys maintained at Chantilly for training purposes. The Duc d'Aumale gave the Prince of Wales a magnificent entertainment here in the autumn of 1874.

Chantilly is twenty-five miles from Paris, and during the races trains run every ten minutes to and from the capital. These races only take place on Sundays. Travelers who have no conscientious scruples on the subject should take an early train, say nine or ten o'clock, thereby avoiding the rush, and breakfast in the town or at the pavilions, where a good breakfast can be obtained.

St. Denis, see Route 112.

The description of the route from London to Paris, *via Folkestone and Boulogne*, is naturally included in the route just de-

scribed, as Boulogne is reached from Calais in one hour. The Tidal train is preferable, if the hour answer, being both cheaper and quicker than *via* Calais and Dover.

ROUTE No. 111.

From London to Paris, via Newhaven and Dieppe. Fare only £7 50.

This route can be made the most interesting of all the routes to Paris. The sea-passage is longer, but an excursion can be made to *Brighton* and the *Isle of Wight* at the same time.

Brighton is only one hour from London; thence to the Isle of Wight by Portsmouth, returning along the coast to Brighton, Hastings, etc., to Newhaven; thence by steamer to Dieppe and railway to Paris, stopping at Rouen, which is one of the most interesting cities in France. Through tickets by this route allow passengers to break the journey at Dieppe and Rouen.

Luggage is charged much less by this route, and can be registered through to Paris. Passengers enter the cars directly from the steamer without any inconvenience.

Dieppe contained, in 1866, 19,946 inhabitants. The principal hotels are the *Royal*, and the *Grand Hôtel des Bains*, finely situated near the *Établissement des Bains*, and admirably managed. *Dieppe* is quite famous in history, and three centuries ago it contained three times its present population: its inhabitants were noted both for their bravery in war and their skill in commerce.

The oyster-beds were formerly very extensive. The streets are regularly built, and there are few specimens of antiquity remaining, as the town was completely destroyed by the English in 1694. The principal object of attraction is the *Church of St. Jacques*, which dates from the 13th century. In the Lady Chapel, which is a good specimen of the late Gothic style, there is some fine modern painted glass. The stalls in the choir, which are very fine, were executed by a Rouen artist in 1865.

Close to the church is a statue of Admiral Duquesne, a native of Dieppe, who defeated the Dutch Admiral de Ruyter in a naval engagement off the Sicilian coast.

The most conspicuous object in Dieppe is its ancient *Castle*, now used as a barrack. In addition to its picturesque appearance, its towers and draw-bridge, it possesses many historical associations. It was here that Henry IV. took refuge before the army of the League, and where he received his reinforcements from Queen Elizabeth. The Duchesse de Longueville retreated here after defying the royal authority; she was pursued by her implacable enemy, Anne of Austria, and was compelled to fly by night, alone, dressed as a man, on board an English vessel.

The Casino of Dieppe is a large handsome building, with concert and ball rooms (the billiard-rooms are situated in a smaller building), in front of which on an esplanade a band plays in the afternoons. The reading-rooms are well supplied with foreign and domestic journals.

There are numerous bathing-houses for ladies and gentlemen, who bathe in public, but not together as in America.

There are regular-appointed male bathers for ladies, and boats at hand in case of accident. The grounds surrounding the *établissement* have been prettily laid out in gardens.

Among the attractions at this favorite Casino may be mentioned the orchestra of fifty musicians, representations at the theatre (by the first Paris artists), balls or concerts every evening, horse-racing, pigeon-shooting, lawn-tennis, skating-rink, dancing-lessons, fencing-school, gymnasium, and riding-school; baths, hot and cold of every description; card-rooms and a club for members of the best Paris and London

clubs — this whole vast enterprise, long since crowned with success, is under the able and personal management of Mr. Bias.

Visitors will find the manufacture of carved ivory a specialty of Dieppe. It will be found cheaper and in larger assortments than in any other town.

The excursions in the vicinity of Dieppe are numerous and exceedingly beautiful. One of the principal is to the *Castle of Arques*, situated in the valley of the Béthune, about three miles from Dieppe. It occupies a very prominent position, and its ruin covers a large area of ground. The two immense towers which flank its entrance are most conspicuous at a distance. It is supposed to date from the 12th century. It is noted as the scene of the great victory obtained by the Béarnais prince, Henry IV., and his army of 4000 followers, over the army of the League, 30,000 strong, under the command of the Duc de Mayenne. Every volley of Henry's artillery made a street through the serried ranks of his opponents. A small obelisk marks the spot where the heat of the battle took place.

Another interesting excursion is that to the light-house on Cape d'Ailly along the cliffs to Pourville, and another to the village of Varengeville, where stands the *Manoir d'Ango*, the former residence of the celebrated merchant Ango, the friend of Francis I. Among the medallions over the grand entrance notice those of Francis I. and Diana of Poitiers.

Passing through a tunnel over a mile long, and eleven miles from Dieppe, the station of *Longueville* is reached. Upon the heights above the town may be seen the ruins of the *Castle of Longueville*, noted during the wars of the Fronde as the stronghold of the duchesse, sister of the great Condé.

At St. Victor Station are the ruins of an abbey founded by William the Conqueror.

Rouen, see Route No. 112, Havre to Paris.

PARIS.

As the stranger is unquestionably desirous to "do" Paris, the city of the world, at once, we will immediately proceed to describe that centre where magnificence, elegance, and luxury reign supreme. Then, making Paris our starting-point, we will describe the different routes through France, and then continue on our tour through Germany, Austria, Italy, and the East.

On arriving at Paris the traveler is exposed to a very great annoyance in being obliged to wait a full half-hour, while the *octroi*, or custom-house authorities, lay out along the tables the whole of the baggage arriving by the train; and although your baggage may have been examined at Havre, Boulogne, or Calais, it is generally examined again by the *octroi*, who, not

finding any thing to *eat* in your trunks, *pass* them. As wines and provisions of all kinds pay a duty entering Paris from the country, all baggage must be examined on entering the barriers. The persons employed in this duty are called *octroyens*, and number about 1000. There is a tax on wine, vinegar, brandy, spirits, beer, oil, charcoal, butchers' meat, ham, sausages, straw, and hay. If you refuse to declare any of the above, you are liable to a fine equal to the value of the articles. If there are several persons traveling together, or if the traveler has considerable baggage, a small omnibus should be taken, which is capable of holding 6 persons, or a large one, capable of holding 14 persons. The price is about double that of an ordinary *voiture*. Engage your omnibus or *voiture* as soon as you arrive, taking the printed number of the *voiture*, or a check from the conductor of the omnibuses, which you will give to the porter (*facteur*) after your baggage has been examined. The conductor will write the price you will be charged by the driver on a paper, which, with about 1 franc *pourboire*, is all you pay. The price for the small omnibus is about 5 francs; for the large, 8 francs. A reasonable amount of baggage is allowed *free*.

Hotels.—*Grand Hotel, Continental Hôtel, Grand Hôtel de l'Athénée, Grand Hôtel Bellevue, Hôtel Binda, Hôtel de la Place du Palais Royal, Hôtel Windsor, and Hôtel Chatham*, Nos. 17 and 19 Rue Daunou, entrance from Rue de la Paix and the Boulevard, a fine house, with moderate prices, and one of the most central and best locations in Paris. *Grand Hotel*, situated on the Boulevard des Capucines, opposite the termination of Rue de la Paix, which leads to the Tuileries; it adjoins the new Opera-house, is in close proximity to the leading theatres and principal railway stations, and the very centre of the life and gayety of modern Paris. This magnificent structure is entirely isolated from all other buildings, covers an extent of 9000 square yards, and has a frontage on the boulevards of 390 feet; its different façades contain 444 windows, in addition to those in the court-yards, ground-floor, and entresol; the rooms and drawing-rooms number 700, nearly half of which are furnished in the most luxurious style. Its dining-room is the most magnificent in the

world. Leading from its beautiful "Court of Honor" are reading-rooms, *cafés*, billiard-saloon, reception-rooms, telegraph offices, etc. Entirely remodeled and reorganized by the new management, travelers will find in it the best cuisine and the best wines in Paris. The company have established at 12 Boulevard des Capucines, under the hotel, a first-class *wine-business*, where the wines of the best growth are sold from a bottle upwards at wholesale prices.

Continental Hôtel, the new magnificent palace hotel opened in June, 1878, situated in the heart of Paris, on the angle of the Rue Castiglione and the Rue de Rivoli, and facing the Tuileries Garden, is one of the marvels of modern hotel enterprise, uniting, in luxury, elegance, size, and comfort, all that art and industry have been able to realize. The monumental entrance, on the Rue Castiglione, gives access through three passages to a vast "Court of Honor," around which runs a spacious gallery, recalling the colonnade of the Louvre, and constituting the promenade and rendezvous for the guests of the house and their friends; this is glassed in in winter and heated. Three flights of steps lead from the court; on the right, one to the offices and reception-rooms; in the centre, another to the *salon de conversation*; and the third, on the left, to the *café* and other halls. These last all face on the Rue de Rivoli; the *café*, decorated in the style of Henry II., is a marvel of dazzling richness; the *restaurant*, adjoining, presents a contrast by the severity displayed in its luxury; the *salle-à-manger*,

of grand dimensions, with its lookout over the Tuileries Gardens, has its equal in but few palaces; the magnificent *salon de conversation*, facing the entrance, is decorated and ornamented in the purest Louis XIV. style. Farther on, the *salon Mauresque*, considered by many the *chef-d'œuvre* of the hotel, is reached, reproducing in its three divisions the marvels of the Alhambra. From this the *salle des fêtes* is entered, another magnificent hall in the Louis XIV. style, with its sixteen red marble columns supporting the ceiling, its frescoes by Laugée, and other splendors too numerous to attempt to recall. Adjoining this is an enticing supper-room. Leaving the gallery preceding the *salle des fêtes* on the ground-floor, the *cour des fêtes* is reached, a court of marvellous architecture, giving exit through two doors to the Rue Rouget de l'Île. From this court the principal staircase, the *escalier d'honneur*, leads to the festal and banqueting halls of the first floor.

The Continental contains 600 bedrooms and salons, from 4 frs. to 25 frs. per day; contains numerous public rooms not mentioned, reading, smoking, music, and billiard rooms, a winter-garden, etc. There is a table d'hôte at 6 o'clock, with admission till 6.30, at 7 frs., wine included; a separate dining-room for orders *à la carte*; bath-rooms and hydropathy; post and telegraph offices, etc., etc. The establishment is under the management of a man most thoroughly qualified for the position, assisted by a staff of most efficient aids.

Grand Hôtel de l'Athénée is very centrally situated near the new Opera-house, in the centre of the American colony. It is admirably managed, good cuisine, and prices moderate. It is much patronized by Americans, who speak of it most highly. It has also the advantage of an elevator.

The *Hôtel Chatham* stands conspicuous as having one of the best cuisines in Paris; in fact, *Fraser's Magazine* (good authority) calls it the very best. Dinner at the table d'hôte, with wine, only five francs. M. Holzschuch is the able manager. It has recently been much enlarged, and is a most elegant house.

The *Hôtel de la Place du Palais Royal*, 170 Rue de Rivoli, is most conveniently situated, close to the Palais Royal and Louvre, and within a few minutes' walk

from the Boulevards, Champs Elysées and Tuileries (lift, etc.).

Hôtel Bellevue, No. 39 Avenue de l'Opéra, within a few yards of the Grand Opera, the Boulevards, and many of the principal attractions, occupies one of the finest and sunniest positions in Paris; besides being specially constructed as a hotel, it contains every modern convenience (lift, etc.), and is admirably conducted under the personal supervision of the proprietor, Mr. Hauser, for many years most favorably known to Americans.

Hôtel Binda, an elegant, first-class house on the Avenue de l'Opéra, with entrance on the Rue de l'Échelle, No. 11, with large and small apartments, reading, smoking, and bath rooms, lift, and every modern comfort. American breakfasts and other national specialties receive particular attention. The hotel is under the personal supervision of the proprietor, Mr. Binda, favorably known for many years to Americans in connection with Delmonico's of New York.

Hôtel Windsor, 226 Rue de Rivoli, is a first-class and old-established house, opposite the Tuileries Gardens, in the healthiest part of Paris. There is a *table d'hôte*, lift, English and American papers, telephone, etc.; managed by the proprietor, Mr. Sprengel.

No. 2 Rue Scribe is the office of the *American Register*, a weekly journal. The *Register* is exceedingly useful to travelers in finding out the whereabouts of their friends, as it publishes a weekly report of the arrivals of Americans in Paris and London. *Harper's Hand-books* and *Harper's Phrase-book* are both for sale at the *Register* office.

Travelers intending to make a lengthened stay in Paris, and who, from motives either of privacy or economy, prefer lodgings, will find an abundance of "*Maisons Meublées*," from the most luxurious and costly down to the humblest and cheapest kind, containing suites of apartments for families, with kitchen and every thing complete. Also in the same house single bedrooms for gentlemen or ladies, at from two to five francs a night. Apartments may be hired by the year, month, week, or night; but always be particular that both parties understand the terms before you take possession. You may also rent unfurnished apartments, hiring furniture from the upholsterer's. The better plan, if you are in apartments, is to make a contract with some restaurant to send you breakfast, and dine where you please. The best places for a stranger are where they serve dinner for a fixed sum, and not "*à la carte*." You can find plenty of such in the Palais Royal, from 2 f. (with wine) up. It is a matter of great importance to strangers visiting Paris to be well acquainted with the advantages and disadvantages of inhabiting furnished or unfurnished apartments. The French law, so perfect in many other respects, is very unsatisfactory between landlord and tenant, and is mostly in favor of the former. We would impress upon our readers in all cases in which they engage apartments to have every thing in writing. The ordinary means of advertising apartments to be let consist of a yellow board to indicate that they are furnished, and a white one to indicate that they are unfurnished. The prices demanded are most elastic, and are in many instances ruled by the appearance of the applicant and its effect upon the conscience(?) of the concierge or proprietor. Many of the concierges are most mercenary, and, although it is the custom to pay them from ten to thirty francs a month, and in some

instances as high as fifty francs, for doing nothing, they compel the various tradespeople—grocer, butcher, etc., etc.—to pay them a heavy percentage upon all supplies made to families residing in the house. It is a known fact that in some houses the concierges make from 10,000 to 15,000 francs a year. Unless it be in the summer season, when apartments are plentiful, and therefore cheap, we should recommend the hotel in preference, if required only by the week. Every thing is included in a furnished apartment with the exception of plate, linen, and knives: these articles can be hired without trouble from persons making it their special business. Unfurnished apartments are generally let on a lease of three, six, or nine years, optional to both parties. Notice to quit should in all cases be written, and, where not presented by a huissier, its acceptance by the landlord should also be *in writing*. When it is not interdicted in the lease, the right to underlet is unquestioned. It is very necessary to know in what houses one can safely engage apartments, as it sometimes happens that apartments are taken, and several months' rent paid in advance, when the landlord being in difficulty, his furniture is seized, and sometimes sold off before the expiration of the tenancy.

Boarding-houses.—There is a large number of boarding-houses or pensions, both English and French. The price varies from 200 to 350 francs for board and lodging inclusive. They are economical, but in many instances far from being select or comfortable.

Private Apartments and Hotels.—There is always a choice of these to be had, owing to the departure of families, and for which, and for all matters concerning house-agency, we strongly recommend travelers to Messrs. Roch-Sautier & Co., 10 Rue Castiglione, bankers, house and estate agents, and agents to the British and American embassies. This firm, established forty years, give gratuitously every information and advice, and can provide parties with every accommodation in the shape of apartments.

The house of Messrs. Roch-Sautier & Co. deals also in wines of every description and of the best quality.

Restaurants and Cafés.—The best are the *Ville de Paris, Café Anglais, Riche, Maison d'Or, Voisins, Bignon, and Vefour*. The cafés, as a general thing, furnish only *déjeuners à la fourchette*, chocolate, coffee, tea, ices, and liqueurs. The *Restaurant de la Ville de Paris*, 30 Rue du 4 Septembre, not to be confounded with another of the same name, is kept by the well-known M. Hubert, formerly of the Café Riche; its prices are moderate, and it is much patronized by Americans and Englishmen. The cafés, as an institution, are one of the most remarkable features of Paris, having existed here for over a century and a half. They are to be found in every quarter of the city, and generally decorated with much taste and splendor. Those most brilliantly ornamented are situated on the Boulevard Poissonniere, Boulevard des Italiens, Boulevard Montmartre, Boulevard des Capucines, and Boulevard de la Madeleine. When lighted up at night, it is difficult to describe any thing so perfectly enchanting. Here it is that the Frenchman is seen in all his glory, seated near a small table in front of the café, enjoying his coffee, his "petit-verre," his sugar and water, or his absinthe. Nothing can be more delightful than witnessing this splendid scene. Every seat occupied outside and inside—men, women, and children, all either eating, drinking, smoking, or talking. The blaze of light, the reflection of mirrors, the clinking of glasses, and the hum of conversations must surely amuse the pleasure-seeker. There are also some very fine cafés on the Boulevard Sevastopol, where, while you are enjoying your cigar, sipping your coffee, drinking your ale or liquor, you are amused by the singing of some of the best vocalists of Paris.

The *Maison Klein*, 6 and 8 Boulevard des Capucines, is the first house in the world for fancy bronze and Russian leather—same as at Vienna, 20 Graben. Mr. Klein received the gold medal of the Paris Exposition, 1878, for the highest excellence.

Carriages, Cabriolets, Hackney-coaches, and Omnibuses.—There are three different styles of carriage for hire in Paris: first, the very elegant glass coach, or *voiture de remise*, which may be hired by the day, month, or year, with coachman and footman, or coachman alone. The price for

these establishments is from 25 to 50 francs per day, from 800 to 1400 francs per month, and from 9000 to 14,000 francs per year. They are compelled to take you to any place in the suburbs, and are subject to your order at all times. The second best carriage for hire is the *cabriolet de remise*, which you can hire by the course or hour. This is a class of carriage that stands under cover. The fare for the course is 1 f. 80 c. or 2 f. 50 c. per hour, with a small "pour boire" for the driver. After midnight half a franc is added to these prices; also half a franc if outside the fortifications. *Voitures de place* are the cheapest carriages in Paris. Fare, by the drive or course, 1 f. 50 c.; by the hour, 2 f. Those with four places, 1 f. 80 c. per course, and 2 f. 50 c. per hour, with small "pour boire." Outside the fortifications half a franc per hour is added to the above. If baggage is carried, four sous each for trunks or large packages. After the first hour, you are charged for the quarters of hours you have the carriage in use, and not, as with us, for the full hour. On entering the carriage, the driver will hand you a card containing his number and the different fares, and pay accordingly. You had also better inform him whether you wish to take the voiture by the drive or by the hour: "*Cocher, à la course*," or "*Cocher, à l'heure*." It would be well to take out your watch and examine the time in his presence, stating what it is by your watch. All these little actions, although of seeming small importance, will be found very serviceable in settling, especially if you are in a hurry and the train is just leaving. When you get out of the carriage, take out your watch, and, with the driver's card, make up his fare, hand that to him, then his *pour boire*, and walk off, without giving him time to object.

Drivers are severely reprimanded for any dereliction of duty, and, as a general thing, they will be found polite and honest. On the other hand, yearly rewards are given to encourage honesty in restoring articles found in their carriages. Nearly every article left in public carriages may be found next day at the Préfecture. There are over 7000 of these different carriages circulating through the streets night and day. Tramways are now organized on nearly all the great thoroughfares. *The Omnibus Company of Paris*

is generally considered one of the best organized companies in existence; it has the monopoly of all the lines, and pays the city about \$150,000 for the rent of the various stations. They run to all parts of the city; fare, 6 sous inside, and 3 sous outside. If you wish to diverge to the right or left, the conductor gives you an exchange ticket, called *correspondence*, gratis.

¶ *People and History of Paris.*—The inhabitants of Paris have long considered themselves at the head of European civilization; and if such an eminence can be gained by mere external polish, they perhaps deserve it. In matters of dress and fashion, the lead is conceded to them by a kind of unanimous consent; and though their manners have suffered considerably by the stormy periods through which they have passed, their native politeness has not been lost. None succeed better in practicing the agreeable arts of life.

No city in the world has ever witnessed such magnificent improvements as Paris under the late Empire—splendid streets and boulevards from one end to the other, thoroughly lighted, drained, and paved. Population in 1877, 1,988,806; circumference, nearly 22 miles. Its expenditures and receipts amount to nearly \$50,000,000.

The origin of Paris is involved in obscurity: but the account to which most credit appears to be given is, that a wandering tribe, having settled on the banks of the Seine, the *Ile de la Cité*, to which they retired with their flocks and herds when any of the neighboring tribes made incursions which they were otherwise unable to resist, gave to this natural stronghold the name of Lutetia, meaning "Dwelling of the Waters," while they themselves, for some reason not well known, took the name of Parisii. When Julius Cæsar conquered Gaul, he accordingly here found a tribe of Parisii, with a capital called Lutetia, connected with the shore by two bridges. They defended themselves bravely, but were overcome; and Cæsar, after rebuilding the town, which had nearly been destroyed, surrounded it with walls, and farther defended it by erecting two forts at the extremity of the bridges. The Gallic were exchanged for Roman divinities; civilization made rapid progress;

and in the course of 500 years of the Roman dominion Lutetia rose to be a place of considerable importance, and became the capital of N. Gaul. In the beginning of the 5th century it suffered much from the northern hordes, and ultimately fell into the hands of the Franks under Clovis, who, having embraced Christianity, made it his residence in 508. Under his descendants it became the capital, first, of a kingdom of the same name, and then of the kingdom Neustria. In 987 a new dynasty was established in the person of Hugo Capet, from whose reign downward Paris has continued to be the residence of the kings of France.

In the latter part of the 12th century Philip Augustus mounted the throne, and built the Castle of the Louvre, and several churches; paved the streets, and inclosed a large part of the buildings with walls flanked with towers. The various schools which had existed separately became united under the common name of university, which now began to occupy a prominent place among the literary establishments of Europe. Under Charles V. new walls and ditches were erected, with the view more especially of guarding against the inroads of the English, who made frequent incursions into the faubourgs. The fortifications failed to produce the desired effect; for in 1420, under the reign of Charles VI., the English made themselves masters of the city, and were not dislodged from it for sixteen years. In 1437 and 1438, under Charles VII., it was ravaged by pestilence and famine, and such was the desolation that wolves appeared in herds and prowled along the streets. Under Louis XI. a course of prosperity again commenced. The area of the city extended over 1414 acres, and its population amounted to 300,000 souls.

In 1470 the first printing-presses were introduced, and the Post-office was established. Francis I. demolished the old Castle of the Louvre, and commenced a new palace on its site, rebuilt several churches, opened better communication between the different districts, and made so many improvements, that the whole city assumed a different aspect. But the Reformation having commenced, and counted numerous converts in all parts of the kingdom, bigotry and intolerance in alarm began to

do their work, and the fires of persecution were lighted up. Paris, in consequence, became the theatre of many bloody deeds, crowned at length, in 1572, during the reign of Charles IX., by the horrible massacre of St. Bartholomew. During these transactions the city could not prosper; and, though some new edifices were commenced, among others the palace of the Tuileries, it was not until the wars of religion ceased, at least, to be carried on openly, that the work of embellishment in good earnest again commenced. The Hotel de Ville was begun, the Pont Neuf finished, great additions made to the Tuileries, and many new streets and quays built. The works begun were completed, and many others undertaken, during the reigns of Louis XIII. and XIV., the latter of whom, notwithstanding his lavish expenditure at Versailles, was able to rival all that his predecessors had done for the embellishment of Paris. Louis XV. had contributed his share of improvements, and Louis XVI. was proceeding in a better spirit in the same course, when the Revolution commenced, and with it the work of demolition, which was carried on to such an extent that some of the finest edifices in the city were converted into ruins, and many of the most venerable monuments of art completely destroyed. A stop was put to this barbarism, first, by the Directory, and afterward by Bonaparte, by whom, in particular, many works, distinguished alike by utility and splendor, were undertaken and completed.

During the restoration of the Bourbons the work of embellishment did not proceed with much rapidity; but from 1830, when Louis Philippe was called to the throne, to 1848, when the revolutionary spirit once more gained the ascendant and drove him into exile, Paris made wonderful advances both in splendor and general prosperity. Since then it has been her lot more than ever to see bloody battles waged, and hear the thunder of artillery roaring in her streets.

Twice has she been besieged—once by a foreign foe, and once her own countrymen rose in arms against her. Her streets have been the scene of one of the most frightful and bloody revolutions which it has ever been the lot of man to witness. Her altars have been violated, her palaces destroyed,

men, women, and children have been massacred in cold blood, while others perished in their flaming dwellings.

The discontent caused among the populace by the surrender of Paris to the Prussian foe had enabled a body of cruel and ambitious men to seize the reins of government, and to commit, in the name of Liberty and Fraternity, every species of depredation and cruelty.

While this power reigned supreme in Paris, life and liberty were hourly in danger, and the population, exhausted by the miseries and privations of the preceding months, submitted apathetically to every outrage, too callous of results to rise and shake off the yoke which oppressed them.

We give a short account of the events which occurred before and during the siege of Paris by the Prussians, of the insurrection of the 18th of March, of the rise of the Commune, and the investment of the city by the Versailles government, followed by its assault and capture.

The war declared by France against Prussia in July, 1870, was the beginning of the series of disasters. The long-suppressed hatred of the two nations needed but a slight pretext to cause it to burst forth with great violence. This pretext was afforded by the candidature of the Prince Leopold of Hohenzollern to the throne of Spain. This candidature, supported by the King of Prussia as "*head of the family, not as sovereign*," was objected to by France, and thus was kindled the flame, only to be extinguished in rivers of blood.

On the 15th of July M. Ollivier announced in the Legislative Body the determination of the government to declare war against Prussia, which declaration was delivered on the 19th to Count Bismarck, in Berlin. From this moment began the misfortunes of France. The slight victorious skirmish of Saarbrück (August 1st) was followed by the terrible defeats of Wissemburg (August 4th), Wörth (August 6th), Mars-la-Tour (August 16th), Gravelotte (August 18th), and the crowning disaster of Sedan (September 1st). From this moment nothing interrupted the Prussian march on Paris, and on the 19th of September the city was completely invested, and from that time, during the space of

four months and a half, received no news from the outer world except, at rare intervals, dispatches brought by carrier-pigeons. We give a short extract from a diary written during the siege, and relating the principal events which occurred:

September 19th. Occupation by the enemy of Chatillon, Villejuif, Clamart, and Meudon. Departure of M. Jules Favre, Minister of Foreign Affairs, for headquarters of the King of Prussia at Ferrières, for the purpose of demanding an armistice to allow the elections for a Constituent Assembly to take place throughout France.

September 20th. The bridges of St. Cloud, Sèvres, and Billancourt blown up by the French. Return of M. Jules Favre to Paris, having failed in his attempt, and departure of M. Thiers on a mission to Vienna and St. Petersburg.

September 21st. The Prussians occupy Pecq, Bongival, Choisy-le-Roi, L'Hay, Chevilly, Cachan, and Dugny, and their advanced guards appear at St. Cloud.

September 22d. Demonstrations of admiration before the statue of the city of Strasbourg on the Place de la Concorde; also before the Hôtel de Ville, to protest against the exorbitant demands of Count Bismarck.

September 23d. Report of M. Jules Favre of his mission to Ferrières; armistice only accorded on the surrender of Toul, Strasbourg, and Mont Valerien into the hands of the Prussians; conditions of peace, the cession of Alsace, with Strasbourg and part of Lorraine, with Metz, to Prussia. Slight advantage gained over the Prussians at Villejuif by Vinoy's troops. Prussian battery erected at St. Cloud.

September 24th. The French government issue a proclamation announcing their intention to fight to the end.

September 25th. The members of the diplomatic body remaining in Paris demand permission from the French Minister of Foreign Affairs to send dispatches through the belligerent lines, and send the same demand by courier to Count Bismarck.

September 27th. Review of the Prussian troops by the king at Versailles.

September 30th. Combat at Chevilly, L'Hay, and Thiais for the purpose of blowing up the bridge of Choisy-le-Roi, which was not successful.

October 1st. News received of the surrender of Toul and Strasbourg, producing

great discouragement. Provisions rising in price.

October 2d. Decree ordering the statue of Strasbourg in the Place de la Concorde to be cast in bronze. Arrival in Paris of General Burnside, who had obtained a safe-conduct from Count Bismarck.

October 4th. The Prussians throwing up earthworks with great activity to the south of Paris.

October 5th. Cannonade from Mont Valerien on the Prussian works at Montretont, Garches, and Rueil. News received that the Prussians have entered Orleans.

October 6th. News received of the progress of the Prussians in France, Mantes, Nemours, and Nevers being occupied. Demonstration before the Hôtel de Ville of the National Guards of Belleville, about 9000 in arms, headed by M. Gustave Flourens. They demand the establishment of the *Commune*, a levy *en masse* of the whole nation, that a chassepot shall be given to every citizen, and that an appeal shall be made to all the revolutionists of Europe, and particularly to Garibaldi. The government not seeing fit to accede to all these demands, M. Flourens resigned his functions as commander-in-chief of the five battalions at whose head he was placed. The Prussian headquarters are transferred from Ferrières to Versailles.

October 7th. Departure of M. Gambetta, Minister of the Interior, for Tours, in the Armand-Barbès balloon; ascension of another balloon, containing two Americans and a Frenchman. Proclamation from General Tamisier, commander of the National Guards, forbidding all armed demonstrations before the Hôtel de Ville, with severe penalties. M. Flourens withdraws his resignation.

October 8th. Demonstration of one thousand armed National Guards before the Hôtel de Ville, again headed by Gustave Flourens. They demand the immediate establishment of the *Commune* de Paris, but, being opposed by another battalion of the Guards, they retire discomfited. M. Favre addressed the crowd, and was loudly applauded; also Generals Trochu and Tamisier, who appeared with their staffs. Arrival of a pigeon announcing the safe descent of M. Gambetta near Amiens.

October 9th. Manifestation of National Guards before the Hôtel de Ville to thank

the government for its firmness on the preceding day. First line of circumvallation completed by the Prussians, and second commenced.

October 10th. Firing from Mont Valerien on the Prussian works at St. Cloud and Sèvres. Distribution of cards to the families of Paris specifying the quantity of meat to which each person is entitled, to be obtained once in three days.

October 11th. Unsuccessful attempt of the Prussians to seize the redoubt of La Faisanderie, in front of Fort Vincennes.

October 12th. Arrival of Colonel Lindsay from England with 500,000 fr. for French fund in aid of the wounded. Horseflesh eaten very generally; fowls and vegetables sold at very high prices.

October 13th. Reconnaissance in the direction of Chatillon and Clamart. These two villages, with Bagneux, were taken by the Mobs after four hours' fighting, who afterward retired in good order. Destruction of the Palace of St. Cloud by a shell from Mont Valerien.

October 14th. Anniversary of the battle of Jena. Armistice demanded by the Prussians, and accorded, for the burial of their dead.

October 15th. News of the arrival of Garibaldi at Tours, and of the appointment of M. Gambetta to the Ministry of War.

October 18th. Count Bismarck's reply to M. Jules Favre's account of the interview at Ferrières published in the *Journal Officiel*, together with a rejoinder from M. Favre. Letter from General Ducrot denying having broken his parole, as alleged in London papers; he had delivered himself at Pont-à-Mousson as he had agreed to do, and only effected his escape after having constituted himself prisoner.

October 20th. Night attack made by the Prussians on the French works in front of Montrouge, Bicêtre, and Ivry, which was beaten off. Cannonade from Charenton and Valerien.

October 21st. Sortie made by the French under General Ducrot, numbering about 6350 men, in the direction of Malmaison and Rueil. The fighting lasted from 1 P.M. until dark, causing severe loss to the enemy. The French at one time held the redoubt of Montretout, but were obliged to abandon it.

October 23d. Allowance of meat reduced to fifty grammes (one tenth of a pound) for each person per day.

October 24th. Capture of Châteaudun by the Prussians, after an obstinate conflict of ten hours.

October 25th. Departure of a number of Americans from Paris by permission of the French government, and with safe-conducts from Count Bismarck. Mr. Washburne, the American minister, with his Secretary of Legation, Colonel Hoffman, and General Reade, Consul-general of the United States, still remain.

October 28th. Bourget taken from the Prussians by a party of Mobs and regular troops.

October 30th. Recapture of Bourget by the Prussians, who take prisoners about 600 Mobs and Francs-tireurs. Arrival of M. Thiers in Paris on a safe-conduct from the King of Prussia. Official news received of the fall of Metz.

October 31st. Great excitement caused in Paris by the fall of Metz and the negotiations for an armistice conducted by M. Thiers. The Hôtel de Ville invaded by the mob with cries of "Pas d'armistice!" Flourens arrives, places himself at the head of the mob, and proposes the election of a Committee of Public Safety. The members of the government are deposed by him, and kept in custody in the building. The 106th battalion of National Guards enter the Hôtel de Ville and succeed in rescuing General Trochu, who afterward returns with a large body of troops and liberates the imprisoned ministers, when Flourens and Blanqui retire.

November 1st. The government calls on the citizens to vote on this question: Does the population of Paris maintain, yes or no, the powers confided to the Government of the National Defense? Resignation of M. Rochefort as member of government.

November 3d. The vote of confidence demanded by the government gives 558,196 for, and 62,638 against it, including the vote of the army.

November 6th. Announcement from the government of the failure of the negotiations for an armistice. Count Bismarck objecting to the revictualing of Paris.

November 8th. Departure of 160 foreigners from Paris—Americans, English, and other nationalities.

November 11th. Rats offered for sale on the Place de l'Hôtel de Ville for 7 and 8 cents apiece.

November 14th. News of the recovery of Orleans by the French under General d'Aurelle de Paladines.

November 18th. Establishment of a railway round Paris by the Prussians, by which their troops may be rapidly concentrated on any point.

November 19th. Provisions becoming exorbitant in price.

November 20th. Arrival of Count Bismarck's circular to the diplomatic agents of the North German Confederation concerning the negotiations for an armistice.

November 21st. Circular of M. Jules Favre to the diplomatic agents of France, in answer to Count Bismarck.

November 29th. Grand sortie made by the French. Operations began on the evening of the 28th by a violent cannonade from the French works on the northwest of Paris. At daylight L'Hay and Gare-aux-Bœufs were attacked and carried by General Vinoy's troops, who retained possession for several hours, when they were ordered to fall back, a sudden flood in the Marne having prevented another part of the operations from being carried out. In concert with this attack, Generals Trochu and Ducrot had advanced to cross the river and engage the Prussian redoubts on the east of Paris; but the bridges of boats which had been established were unable to resist the force of the water caused by the sudden flood, and they were obliged to postpone the attempt, at the same time ordering General Vinoy to fall back to his former positions.

November 30th. General Ducrot, having succeeded in crossing the Marne with his troops and artillery, attacked the Prussian positions, and, after twelve hours' fighting, held the whole plateau between Brie-sur-Marne and Champigny, along the east of Paris. Montmély, a height northeast of Choisy-le-Roi, was also seized by the French, but they were unable to retain possession of it, owing to the superior numbers of the enemy. A sortie was also made from St. Denis, where the French attacked and occupied the villages of Drancy and Groslay. From this day gas was cut off in all the cafés, restaurants, and private houses.

December 1st. The seventy-fourth day of the siege, occupied by both armies in carrying off the wounded and burying the dead. Dispatches of the 20th received from Amiens declaring that General Bourbaki, with 40,000 troops, was ready to act in concert with the army of Paris.

December 2d. The French troops were attacked at daybreak by the Germans under the Prince of Saxony, and sustained their positions during three hours' fighting, after which the French began to gain ground, and, after a conflict of five more hours, drove them back to the adjoining woods.

December 3d. Letter in the *Journal Officiel* from Monseigneur Bauer, chaplain of the Ambulance of the Press, stating that, the preceding evening, near Champigny, having advanced toward the Prussian posts to take up the wounded, the usual four calls to cease firing were sounded and obtained complete silence; he then went forward, and was immediately greeted by a sharp fusilade. This letter was signed by thirteen persons who accompanied the writer. Withdrawal of the troops lately engaged against the Prussians from their position on the heights; they recross the Marne and bivouac on the Bois de Vincennes. Prices of different articles of food rising continually: Butter, \$5 per pound; a rabbit, \$7; fowl, \$6; a turkey, \$18; a pigeon, \$1 25; ham, \$3 per pound, etc. Mortality during the past week, 2282.

December 5th. Return of part of the troops from Vincennes to Paris. Cold intense, the thermometer marking 6° below zero (Centigrade).

December 6th. Publication by the government of a letter from General Moltke to General Trochu, dated Versailles, December 5th, stating the defeat of the Army of the Loire and the recapture of Orleans by the Prussians, with a proposal that General Trochu should send a messenger to verify the facts. General Trochu acknowledged the receipt of the letter, but declined sending any messenger whatsoever.

December 7th. Arrest of M. Gustave Flourens, charged with usurpation of military functions, and with having incited, at the Hôtel de Ville, October 31st, to civil war. Publication in several French journals of a manifesto from the Count de Chambord to the French people.

December 10th. Great agitation caused by the publication of two dispatches brought by pigeons, and dated from Tours and Rouen, containing bad news of the French armies. The dispatch from Rouen announced the occupation of that town by the Germans and their march on Cherbourg; that the people received them with acclamations; that Bourges and Tours were menaced, and that the Army of the Loire was defeated. The other dispatch contained about the same news. The pigeons were discovered, however, to have been part of a number which had been sent from Paris but a short time before in a balloon, found, later, to have been captured by the Prussians; the birds were but little fatigued, a suspicious circumstance, as the weather was dreadfully cold; and, lastly, one of the dispatches was signed by the name of a person at that time in Paris, and acting as one of the secretaries of the government. The birds being thus proved to have been sent by the Prussians, little faith was put in the dispatches they brought.

December 11th. Arrival in Paris of four French officers, exchanged for four Prussians of equal rank; these officers, captured before Orleans, gave a good account of the Army of the Loire. Requisition by the government of all the coals and coke in Paris and the neighboring communes.

December 15th. Notice from the government that after the present supply of flour has been consumed, nothing but the second quality of bread will be made.

December 16th. Arrival of pigeon dispatches from Tours, dated the 5th and 11th, announcing the defeat and retreat of the Army of the Loire, and its division into two parts under Generals Chanzy and Bourbaki; the removal of the government to Bordeaux, and the occupation of Amiens and Rouen by the Prussians.

December 17th. Prices at the Central Market: Fillet of horse, \$3 20 per pound; dog, 60 cts. per pound; cats, \$1 20 apiece; butter, \$7 per pound; a turkey, \$20; a rabbit, \$6 to \$7; vegetables very scarce—a head of celery, 50 cts.; cabbage, per head, \$1.

December 18th. Arrival in Paris of M. Richard, sent by Steenackers from Tours, October 18th; going to Rouen, and thence to Versailles, he was obliged to live among

the Prussians for a month before he could find an opportunity to swim across the Seine. Several animals at the Jardin d'Acclimatation sold for food, no means of sustenance remaining for them; two camels sold to a butcher for \$800.

December 21st. Note in the official journal announcing an attack made by General Trochu on the preceding evening on the enemy's positions at Bourget, Neuilly-sur-Marne, Ville Evrard, and La Maison Blanche; the loss was heavy.

December 23d. The dreadful weather greatly impeded the military operations; the ground being frozen to the depth of a foot and a half, prevented the French from intrenching themselves in their positions. A gallant reconnoissance made in the wood of Clamart by the Mobiles of the Seine.

December 25th. The cold intense; several Mobiles are frozen to death.

December 26th. Night attack of the National Guard on the Prussians at Maison Blanche, in which the wall of the park, which protected the enemy, is leveled to the ground.

December 27th. In the morning the Prussians began the bombardment of the forts of Paris. They have twelve batteries—three at Raincy, three at Gagny, three at Noisy, and three at the bridge of Gournay. The firing continued the whole day on the forts at the east of Paris, from Noisy to Nogent, and on the plateau of Avron. Loss of the French, 8 killed and 150 wounded.

December 28th. Bombardment continued. Several thousand shells and bombs thrown on Forts Rosny, Noisy, Nogent, and Avron, and replied to by the batteries of Bondy.

December 29th. The plateau of Avron evacuated by the French, owing to the heavy artillery brought to bear upon it by the Prussians. The latter establish earthworks at St. Germain, where they blow up the railway bridge.

December 30th. Continuation of the attack on the forts, directed principally against Nogent and Rosny.

December 31st. The Prussians having pushed forward their batteries, vast numbers of shells fall around Groslay, Bondy, and Noisy-le-Sec. The government distribute, for New-year's Day, in the twen-

ty arrondissements of Paris, 104,000 kilos of preserved meat, 104,000 kilos of dried beans, 104,000 kilos of olive-oil, 104,000 kilos of unroasted coffee, and 52,000 kilos of chocolate. Mortality, 3280 during the week.

January 1st, 1871. A strong reconnaissance made by the enemy in the direction of Bondy repulsed with loss. This is the one hundred and fifth day of the siege.

January 2d. The bombardment of the forts Nogent, Rosny, and Noisy continued with great violence, six hundred shells being thrown against Nogent alone. The two elephants *Castor* and *Pollux*, of the Jardin d'Acclimatation, killed by explosive balls, no means remaining for their sustenance; their flesh sold at \$3 and \$3 25 per pound, and found very tough.

January 4th. The Prussians cannonaded Montreuil during the night, and the eastern forts during the day; Nogent alone received twelve hundred shells. Article in the *Siecle* stating that in the past week, from Tuesday to Sunday, twenty-five thousand shells have been fired on the forts, each weighing about one hundred pounds, and worth 60 francs apiece; little damage, however, had been done.

January 5th. Cannonade of the forts of Nogent and Bondy continued. The Prussians begin firing from the plateau of Châtillon on the forts Montrouge, Vanves, and Issy, to the south of Paris, and several shells fall within the walls in the neighborhood of the Pantheon. The forts reply with great vigor to the enemy's fire.

January 6th. Cannonade against the southern forts continued with great violence. Shells fall within the walls along the whole line from the Jardin des Plantes to Grenelle, destroying many houses and killing several persons. Indignation and hatred against the Prussians greatly increased.

January 7th. Bombardment continued. The Prussian shells were at first supposed to have entered Paris by accident, in ranging too high, but at present no doubt exists that every shot is intentional, as the projectiles nearly all fall in the neighborhood of the Military School, Invalides, and Pantheon, where gunpowder was believed to have been stored at the commencement of the siege. The Pantheon itself was twice struck. Prices at the market: Sal-

ad, \$1 per pound; head of celery, 40 cts.; a turkey, \$38; a fowl, \$8; butter, \$8 per pound; a rabbit, \$9; a cat, \$3; dog, 75 cts. to \$1 per pound.

January 8th. The bombardment continued, and answered regularly from the forts and ramparts. The inhabitants on the left bank of the Seine most exposed to the enemy's fire take refuge in the centre of Paris. Pigeon arrival from Bordeaux with dispatch from General Faidherbe of the 4th announcing slight advantages gained by him at Bapaume and Pont Noyelle.

January 9th. On the night of the 8th, in the part of the city between Saint Sulpice and the Odéon, shells fell incessantly, destroying every kind of property, and killing women and children. In the Museum and Garden of the Luxembourg, which had been converted into an ambulance, twenty shells fell in the space of two hours. Women were killed in the streets and in their beds; in the Rue Vaugirard a children's school had four killed and five wounded; the hospital De la Pitié received several shells, and a woman was killed in one of the wards; the military hospital of Val de Grâce was also struck. All this had taken place without any preliminary notice being given of the bombardment.

January 10th. The bombardment of the forts Montrouge, Vanves, and Issy continued, the latter seeming the principal object of attack. A series of works erected by the enemy at Moulin-de-Pierre, in front of Issy, destroyed by the French.

January 11th. Several new batteries unmasked and directed against Fort Issy. Numerous shells fall round the hospitals of La Pitié and Sainte Péline. An official decree is published, in which every French citizen in Paris struck by a Prussian projectile is assimilated to a regular soldier on a field of battle, and their widows and orphans are to receive pensions.

January 12th. The fire continued against the forts, and also into the city in the neighborhood of Saint Sulpice: 250,000 persons have been obliged to leave the south side of Paris and take refuge in the centre of the city. It is officially stated that M. Jules Favre, who had decided to repair to London to attend the Black Sea Conference, has postponed his departure, owing to the unannounced attack on Paris. In the afternoon took place the funeral of five

little children of the Saint Nicolas Asylum who were killed by fragments of a Prussian shell. M. Favre, who was present, delivered an eloquent address on the barbarous manner in which the war was conducted by the Germans.

January 13th. Bombardment continued. Ineffectual attempts made by the Prussians during the night on the trenches connecting the forts. The members of the diplomatic corps in Paris have addressed a note to Count Bismarck complaining that the bombardment of the capital had been begun without any preliminary announcement, usual in such cases, to enable them to provide for the safety of their countrymen.

January 14th. A sortie attempted by General Vinoy against Moulin de Pierre was unsuccessful, as was an attack made by the enemy on Drancy. Mortality increased from 3680 to 4182. Fuel no longer to be obtained, except green wood; all public baths and washing establishments closed from inability to heat the water. Prices of food: Eggs, 60 cents apiece; a turkey, \$40; a goose, \$36; a fowl, \$7; giblets of the same, \$1 25; leeks, 3 cents apiece; a small head of cabbage, \$1 25; very small carrots, 4 cents apiece; large ones, 20 cents; turnips the size of a walnut, 4 cents apiece; in the meat-shops dog is principally offered for sale, a cutlet costing 30 cents.

January 15th. Bombardment still going on, and replied to by the forts and from the ramparts. Many shells fell in the southern part of the city, doing considerable damage.

January 16th. The Pantheon struck by a shell; also the Church of Saint Sulpice, already reached by six projectiles. In the School of Law a shell pierced the roof, and, entering the lecture-room, destroyed the benches; the lectures consequently suspended. One projectile fell at this time within one hundred yards of the Seine, an immense distance within the city. Notice in the baker's shop that henceforward only 400 grammes of bread will be given to each person, and solely on production of a butcher's card.

January 17th. Attack of the Prussians on Bondy repulsed. Several public buildings struck by shells—the Invalides, the hospitals of La Pitié and La Salpêtrière,

the College Rollin, several barracks, the slaughter-house of Grenelle, and the Halle aux Cuirs. Vast crowds at the bakeries to obtain bread are obliged to wait their turn during several hours.

January 18th. A great number of bombs were thrown into Paris during the night, and did considerable damage; the Halle aux Vins was set on fire, the College Rollin greatly damaged by three shells, the Jardin des Plantes, the Orleans Railway terminus, and the Central Bakery were also struck, besides innumerable private houses. An official decree rationing bread at 300 grammes a day for an adult, to cost 2 cents., and 150 at 1 cent. for a child; the first quantity is somewhat over half a pound, and the bread is of very inferior quality, composed of 50 parts of flour, 30 of rice, and 20 of oats. Great military movements during the day for a sortie to be made on the following night.

January 19th. Long combat west of Paris, where the French, at 10 in the morning, under the command of General Vinoy, took possession of the Prussian redoubt of Montretout. On the right, General Ducrot, and in the centre, General Bellemare, attempted to seize Garche and La Bergerie, and menace the positions of Meudon, Châtillon, and L'Hay. The French became masters of Buzenval, and were gaining ground rapidly, when a large Prussian reserve, coming up with an immense amount of artillery, obliged them to retire. The bombardment continued throughout the day with less violence. Many shells were thrown into the city; one reached the Seine near the Pont Notre Dame, exploding as it touched the water.

January 20th. Application for an armistice of two days made by the French for the burial of their dead, but refused. The bombardment continued with great violence. On the left bank of the Seine the Entrepôt des Vins, the Polytechnic School, the Pitié, the Hospice des Incurables, the Luxembourg, and the Jardin des Plantes were all struck by shells, eighteen falling in the Jardin des Plantes alone. A shell also fell on the Collège de France, and pierced into the hall where M. Levasseur was delivering a lecture to a large number of students; happily no one was injured, and the lecture was continued without interruption. Arrival of a dispatch from

Bordeaux announcing the defeat of General Chanzy at Le Mans.

January 21st. In the morning a violent cannonade of the northern forts and of the town of St. Denis commenced; the old cathedral church was struck three times. A vigorous firing was also kept up on the southern side of Paris, replied to by the forts and ramparts. It has been decided by the Government of National Defense that in future the chief command of the army shall be separated from the post of President of the Government; General Vinoy is, in consequence, appointed Commander of the Army of Paris, Gen. Trochu remaining governor of the city. Public fires have been established in large rooms at different points in Paris, where women and children may go and take their meals in some comfort. Mortality still increasing, being 4465. In the evening a body of the National Guards of Belleville presented themselves before the Prison Mazas, forced the door, and liberated Flourens and seven other prisoners who had taken part in the attack on the Hôtel de Ville on Oct. 31st; they then proceeded to the Mairie of Belleville and took possession, but later were obliged by superior forces to retire.

January 22d. The bombardment of St. Denis unceasing; the town has been greatly injured, and the cathedral struck several times; the inhabitants are all removing to Paris. Two new Prussian batteries have opened fire, one at Clamart, the other at the entrance of Châtillon. The riot of Belleville was continued to-day before the Hôtel de Ville, where about 150 National Guards attacked the Mobiles stationed before the building, but, after a short fusillade, they were obliged to retire, numbers being taken prisoners; in this attempt five men were killed and eighteen wounded.

January 23d. The Prussian powder magazine at Châtillon was blown up by a shell from the ramparts. The bombardment against St. Denis was exceedingly violent, over sixty shells having struck the Cathedral. Publication of Count Bismarck's answer to the protest of the diplomatic corps now in Paris against the bombardment.

January 24th. The circle of attack round the city is becoming visibly narrower, several new and effective batteries having been established.

January 25th. Confirmation of the report of M. Jules Favre's departure for Versailles, which had been rumored the day before. The fire of the Prussians greatly diminished. Publication in *Journal Officiel* of Prussian dispatches announcing the defeats of Generals Chanzy, Bourbaki, and Faidherbe. Great agitation in Paris, and all hope of succor from the provinces abandoned.

January 26th. Notice in the *Journal Officiel* declaring that the government had considered it its duty to continue the defense so long as there was any hope of succor from the provinces, but that at present no aid could be expected from without, owing to the defeat of the French armies; and the supply of food being very low, negotiations were at present going on for an armistice. During its length the German army would occupy the forts, but not the city, and the National Guards would preserve their arms.

January 27th. Proclamation from the government announcing that an armistice is about to be signed. The arms of the troops are to be given up (with the exception of the National Guards), the officers keeping their swords; the enemy were not to enter Paris. A council of ministers at the Ministry of the Interior for M. Favre to give an account of his last visit to Versailles, where he is to return immediately to settle the preliminary arrangements.

January 28th. Great excitement in Paris relative to the armistice, which is objected to by many. All firing from the Prussian batteries at an end. M. Jules Favre assisted in his negotiations by General de Valden, and Count Bismarck by Count Moltke. Resignation of General Ducrot as commander of one of the armies of Paris.

January 29th. Publication in the official journal of the terms of the armistice, which was concluded Jan. 28, 1871, after a siege which had lasted four months and twelve days, with one month of bombardment. The object of the convention is to allow France to elect a National Assembly to deliberate on the conditions of peace. All the forts around Paris are to be given up, and the ramparts disarmed. All the troops, including sailors, within the city are to deliver up their arms, and are prisoners of war, to be delivered up after the

armistice if peace is not signed. The National Guard retain their arms to preserve order. The German army will afford every assistance for the revictualing of Paris. The capital is to pay a contribution of 200,000,000 frs. before the 15th day of the armistice. The belligerent armies are to retain their respective positions, to be separated by a line of demarcation; the same arrangement extends to naval forces of the two countries. An official decree convokes the electors to nominate members for the National Assembly on the 5th of February for the Department of the Seine, and on the 8th for the rest of France. Great agitation in Paris, and dissatisfaction expressed at the terms of the armistice. Fort Montrouge handed over to the Prussians.

January 30th. The majority of the forts delivered up. Mont Valerien visited by the Crown Prince of Prussia. Twenty-five thousand applications have already been made by persons wishing to leave Paris.

January 31st. Works for the re-establishment of the railways going on rapidly.

February 2d. A first train, containing flour, arrived in Paris from Rennes; another, from Cholet, brought 248 oxen, and another hay.

February 3d. Arrival of M. Gambetta's decree from Bordeaux refusing as candidates for the Assembly all persons who had served under the empire as ministers, senators, councilors of state, or prefects, and all former deputies who had been official candidates.

February 4th. Official decree annulling as illegal M. Gambetta's decree at Bordeaux. Arrival of a large quantity of flour and eatables from Dieppe and Dunkirk.

February 5th. Arrival of the first train of provisions sent as a gift from England.

February 7th. Announcement of the resignation of M. Gambetta as member of the government.

February 8th. A protest published of the Count de Chambord against the bombardment of Paris, and also an address from the Duc d'Aumale to the French people declaring his readiness to accept a seat in the National Assembly.

February 14th. The result of the Paris elections to-day made known. Nearly all the deputies elected are advanced Repub-

licans, such as MM. Louis Blanc, Victor Hugo, Garibaldi, Gambetta, Felix Pyat, Rochefort, Delescluze, and Ledru Rollin.

February 18th. M. Thiers named by the National Assembly head of the executive power under that body.

February 26th. Signature at Versailles of the preliminaries of peace by M. Thiers and Favre on one hand, and Count Bismarck on the other. France is to cede to Germany Alsace, with the exception of Belfort; one fifth of Lorraine, including Metz and Thionville; and the payment of \$1,000,000,000 as a war indemnity: also a part of Paris to be occupied by the Germans until the ratification of the treaty by the National Assembly.

March 1st. Entry of the Prussians into Paris, who occupy the Champs Elysées as far as the Tuileries Gardens, and in the other direction from the Seine to the Faubourg St. Honoré. All shops, cafés, and places of amusement throughout the city closed in sign of mourning, and the faces of the statues in the Place de la Concorde covered with crape. No newspapers published.

March 2d. Germans established in the Champs Elysées, but not allowed to pass the assigned limits, French sentinels being posted in every direction.

March 3d. The treaty having been ratified by the National Assembly, the Germans began their departure at six in the morning, and shortly after ten the last body had passed the Arc de Triomphe, leaving Paris by the Avenue de Neuilly.

The American residents in Paris were greatly indebted to their minister, Mr. Washburne, for his kind exertions during the siege on their behalf. Several attempts having been made to quarter Mobiles and refugees upon his compatriots, he protested with great firmness, and procured their immediate withdrawal.

March 20th. The General Assembly, M. Thiers president, met at Versailles; Paris being in a state of insurrection against the government of M. Thiers, two generals, Lecompte and Clément-Thomas, having been shot by the insurgents.

March 26th. Election held in Paris, the Communist candidates being chosen, the Central Committee resigning its power into their hands.

April 2d. First conflict between troops

of the Communists and those of the Versailles government.

April 5th. The Commune orders a conscription of all male citizens between the ages of 17 and 35. The Archbishop of Paris imprisoned, and the churches of the Madeleine and Assumption pillaged. General Cluseret appointed the Communal Minister of War, General MacMahon being in command of the government troops.

April 7th. The village of Courbevoie and the Bridge of Neuilly taken from the insurgents by the government troops. First shells thrown within the city in the neighborhood of the Arc de Triomphe. Bergeret deposed and thrown into prison, his post as commander of Paris being filled by Dombrowski.

April 9th. Continued arrests of the clergy and desecration of the churches.

April 12th. Decrees of the Commune forbidding the performance of religious service in the prisons, and ordaining the destruction of the Column Vendôme. Seizure of the public treasures of the Paris churches.

April 16th. Communist elections in Paris unfavorable to the Commune.

April 17th. Important engagement at Asnières, ending in the defeat of the Communists. The Chateau of Becon carried by the Versailles troops under Colonel Davoust.

April 19th. Programme of the Commune published in the official journal. Heavy firing at Asnières, Clichy, and Neuilly.

April 20th. Modification in the composition of the Executive Committee; nine delegates named, viz., *Cluseret*, Delegate of War; *Jourde*, Finance; *Vraud*, Subsistence; *Paschal Grousset*, Exterior Relations; *Franckel*, Labor and Exchange; *Protot*, Justice; *Andrieu*, Public Service; *Valliant*, Information; *Raoul Rigault*, General Surety. Twelve moderate journals suppressed.

April 25th. Suspension of arms, to enable the inhabitants of Neuilly to withdraw to places of safety, lasting from nine to five.

April 27th. Violent attack on the southern forts. The village and station of Les Moulineaux carried by the government troops.

April 29th. Procession of the Freemasons from the Hotel de Ville to plant their banners upon the ramparts. This act of bravado had been previously announced, the Freemasons stating that if their flag was

flown upon by the Versailles they would join with the Commune in defending the city. Needless to say, no notice was taken of this foolish menace.

April 30th. Fort Issy evacuated by the Communists, but reoccupied later in the day. Arrest of General Cluseret, who was suspected of betraying his trust; Colonel Rossel, formerly a captain of engineers, afterward a commandant in the Army of the Loire, appointed to the vacant post. Fort Issy summoned to surrender by the Versailles.

May 1st. Capture of the station of Clamart and the Chateau of Issy by the government troops; at the latter place the insurgents made a most determined although ineffectual resistance.

May 3d. The redoubt of Moulin Saquet captured by the troops, but evacuated, owing to its exposed position.

May 5th. The following decree issued by the Committee of Public Safety: "Considering that the house known under the name of the *Chapelle Expiatoire* of Louis XVI. is a prominent insult to the first Revolution, and a perpetual protest of the reaction against the justice of the people, it is decreed that the chapel called Expiatory shall be destroyed."

May 7th. Concert given at the Tuileries in the evening for the benefit of the wounded. Proclamation issued by M. Thiers to the people of Paris, calling upon them to aid in the restoration of order and tranquillity.

May 8th. Evacuation of Fort Issy; news of the surrender posted on the walls of Paris by order of Rossel.

May 10th. Resignation of Rossel as Delegate of War sent in a spirited letter to the members of the Commune.

May 11th. Arrest and subsequent escape of Rossel.

May 12th. Delescluze appointed Delegate of War. Destruction of M. Thiers's house decreed by the Committee of Public Safety.

May 14th. Fort Vanvres evacuated by the insurgents. Dissensions occur among the members of the Commune.

May 16th. The Column Vendôme overthrown in the presence of the principal Communists.

May 17th. Explosion of the cartridge manufactory in the Avenue Rapp. A large

number of persons killed and wounded. This accident ascribed by the Communists to Versailles agents.

May 18th. Attempted sortie of the insurgents repulsed with great loss.

May 20th. Cluseret tried by the Commune, acquitted, and set at liberty. Rochefort, having left Paris, was arrested at Meaux and transported to Versailles.

May 21st. Entrance of the Versailles troops into Paris by the gates of St. Cloud, Passy, and Auteuil. Citizen Assi arrested at the Point du Jour. Occupation of the Champs de Mars and the École Militaire. The interior of the city entirely ignorant of the entrance of the troops.

May 22d. Delescluze, the Delegate of War, issued a proclamation denying that any gate of Paris had been forced, and declaring that if any such attempt had been made it was repulsed. The army of France employed in besieging the city estimated at 90,000 or 100,000 men, commanded in chief by Marshal de MacMahon, and by Generals de Cissey, Ladmirault, Douay, De Clinchant, and Du Barrail. General Vinoy commanded the Army of Reserve. Capture of the Arc de Triomphe, followed by the descent of the troops toward the Place de la Concorde and the new Opera, by the Champs Elysées and the Boulevard Haussmann. Occupation of the Park Monceau, Trocadero, and the Invalides. Innumerable barricades erected by the insurgents; women and children employed in the work. Violent proclamations of the Committee of Public Safety. They appeal to the soldiers of the Army of Versailles. Cluseret, released from prison, is appointed to command at Montmartre; the command at Belleville and La Villette given to Dombrowski. Occupation of the Palace of Industry, the Palace of the Elysée, and the Ministry of the Interior. The troops received with acclamations by the population. Manifestation in favor of the government troops in the Rue du Bac before their arrival. Possession taken of the Ministry of Foreign Affairs by the troops of General Vinoy.

May 23d. Investment and capture of Montmartre. Violent fighting in the Place Blanche and the Rue Lepic. Dombrowski wounded while defending the barricade of the Boulevard Ornano. After his death his remains were carried to the Hôtel de

Ville. Violent fighting in the Place de la Concorde. Capture of the Expiatory Chapel and the Madeleine. The insurgents, in retreating, set fire to the Rue Royale. The Palace of the Tuileries also set on fire and abandoned. Successful efforts made to save the Louvre. The New Opera and the Place de la Trinité taken by the troops, followed by the fall of the Place Vendôme. The Bank of France happily escapes destruction. Terrible struggles on the left bank at the Dépôt Montparnasse and Montrouge. The Palace of the Legion of Honor, the Conseil d'Etat, and the Caisse des Dépôts et Consignations set on fire by the insurgents. Numerous barricades erected during the night. Assassination of Gustave Chaudey, one of the editors of the *Sicècle*, and a hostage of the Commune, by order and in the presence of Raoul Rigault, procurator of the Commune.

May 24th. A large number of women arrested in the act of throwing petroleum and lighted matches into the cellars of the houses. The Porte St. Denis and the Porte St. Martin carried by the troops. The theatre of the Porte St. Martin burned to the ground. Raoul Rigault and Regère are charged, by order of the Commune, with the execution of the decree relative to the hostages. Six of these, the Archbishop of Paris, Abbé Duguerry, curate of the Madeleine; M. Bonjean, president of the Court of Cassation; Father Ducoudray, superior of the College of Jesuits in the Rue des Postes; Father Clercq and Abbé Allard, chaplain to the ambulances, were shot in the court of the Prison of La Roquette. The Palais Royal set on fire by the insurgents. Occupation of the Faubourg St. Germain by the troops of General de Cissey. Capture of the Pantheon. Explosion of a powder magazine in the quarter of the Luxembourg, ignited by the insurgents by means of an electric wire. Capture and execution of Raoul Rigault, Procurator of the Commune, the same who had superintended the assassination of Chaudey. Bombardment of the insurgent quarters of the city from the heights of Montmartre. Conflagration of the Palace of Justice, the Central Markets, and the Hôtel de Ville.

May 25th. Capture of the Butte-aux-Cailles and the Gobelins. Fall of the Ferts Bicêtre and Ivry, taken by an assault of

the cavalry of General du Barrail. Assassination by the insurgents of the Dominicans of Arcueil. Execution of Millière, a member of the Commune. Complete occupation of the left bank of the Seine and of the bridges. Fall of the Hôtel de Ville. The members of the Commune remove to the Mairie of the 11th Arrondissement. Capture of the Mazas Prison. Attack of the Place de la Bastille and conflagration of the Grenier d'Abondance. Energetic resistance of the insurgents at the Chateau d'Eau.

May 26th. Fall of the Place du Chateau d'Eau, after an energetic resistance of three days' length. Death of Delescluze, Delegate of War, in the Boulevard Voltaire. Capture of the Place de la Bastille and of the Faubourg St. Antoine. Fifteen more hostages murdered at the prison of La Roquette.

May 27th. Advance of the army on Belleville, the Buttes-Chaumont, and the Cemetery of Père la Chaise. Capture of the Buttes-Chaumont.

May 28th. Attack and capture of Père la Chaise. Belleville finally subdued, and the insurrection conquered.

May 29th. The disarming of Paris and the dissolution of the National Guards decreed by the chief of the executive power.

May 30th. The city of Paris divided, by order of Marshal MacMahon, into four military districts, under the command of Generals Vinoy, Ladmirault, De Cissey, and Douay, and governed according to martial law. All wine-shops, cafés, and restaurants ordered to be closed at eleven o'clock every evening. No theatre allowed to open without special authorization from the government, and the same required from every newspaper before it could be published.

The preceding diary is only designed to acquaint the reader with the most important events which occurred during the siege of Paris by the Prussians, and subsequently under the Commune. For a fuller knowledge of what transpired during the terrible sieges which Paris has undergone, we can only refer the reader to any of the numerous histories with which the literary world has been flooded since that time.

The *Order of the Legion of Honor*. This order was established in 1802. The emperor was then grand master. The grand master keeps the seal of the order, and is

assisted in his duties by a council of ten members and a secretary general. It has over 55,000 members, divided into grand crosses, grand officers, commanders, officers, and chevaliers. Nearly every crowned head in Europe is a member.

The decoration is a star surmounted by a crown. In the centre of the star is a picture of Napoleon I, encircled with oak and laurel leaves, with the motto "*Napoleon, Empereur des Français*;" on the reverse, "*Honneur et patrie*."

The qualifications of admission are twenty years of distinguished service either in civil or military departments, but in times of war deeds of extraordinary valor may be rewarded by admission, or, if in the order, by promotion.

All persons in the army or navy who have been admitted since 1852 receive pensions as follows: grand crosses, \$600 per annum; grand officers, \$400; commanders, \$200; officers, \$100; members, \$50. All officers are nominated for life.

Attached to the order is the *Maison Nationale*. This is an educational establishment devoted to the instruction of the sisters, daughters, and nieces of members of the order. It was established by Napoleon I. Four hundred pupils receive here a finished education at the expense of the government. They all dress in black, with black bonnets, and are subject to the most rigid discipline. To obtain permission to visit the Institute, address the grand chancellor of the order, *Rue de Lille*.

Fortifications of Paris.—Paris is considered at the present time one of the best fortified cities in the world. In 1841 about \$30,000,000 were granted for completing the present fortifications. At a distance of about one and a half miles outside the former octroi walls runs a wall about 47 feet high, bastioned and terraced; in addition to which there are seventeen outworks or forts, which include the principal suburbs of Paris, and command the approach in every direction. They are calculated for 2760 gun-carriages, 575 rampart guns, 2238 mortars or cannon, and 20,000 muskets. These fortifications have been greatly damaged during the two late sieges, and require a large amount of reparation.

COURTS, TRIBUNALS, AND CIVIL ADMINISTRATION.

Of this elaborate system of jurisprudence, known as the "Code Napoleon," we have not space to enter into detail; we shall merely glance at one or two of its departments about which our own citizens know the least. This code, which was the first uniform system of laws the French monarchy ever possessed, was formed personally by Napoleon I., assisted by the most eminent lawyers and enlightened men of the time. It was drawn with consummate skill and wisdom, and remains to-day not only the code of France, but of nearly all Europe. The police is the best regulated in the world. Trial by jury, except in political causes, is the inestimable boon of every citizen. Justice between man and man is administered on sound principles by unimpeached tribunals. Education has become part of the regular business of the state. All schools, academies, and colleges are placed under the Minister of Public Instruction, who presides over the imperial counsel. The Minister of Justice presides over, and is the supreme head of, all the courts.

High Court of Justice.—Established for the purpose of trying and judging persons accused of conspiracies against the state. It has two departments, a "Chamber of Accusation" and a "Chamber of Judgment." There is a jury of 36 members from the Councils General.

Court of Cassation.—This is the supreme court of appeals on all points of law. It is presided over by a president, 3 vice-presidents, and 45 counselors.

Court of Accounts.—This court has charge over all the receipts and expenditures of the country. It is presided over by a president, 3 vice-presidents, and 18 masters of accounts; a procureur general, a register, and eighty counselors, who examine accounts.

Court National of Paris.—Divided into six chambers; four for trial of civil cases and two criminal. It is presided over by a president, 6 vice-presidents, 60 judges, a procureur general, a register, 6 advocates, and 11 deputy advocates. In one of the chambers is held the Court of Assize, which tries more serious offenses, entailing the punishment of death, etc. It consists of 3 judges chosen by the president.

Tribunal of Commerce.—Presided over by a president elected by vote from the most influential merchants, 10 judges, and 16 deputy judges. Their jurisdiction extends over all matters of a commercial nature.

Justice de Paix.—There are twenty of these admirable courts in Paris, and much they are wanted in our own country. No action can be brought until the plaintiff has summoned the defendant before a juge de paix, whose duty it is to try by all means in his power to effect a reconciliation. If failing, the case must then be tried. As a general thing, two thirds of the lawsuits that otherwise would occur are avoided in this manner. The juge de paix has jurisdiction over all matters amounting to \$20 without appeal, and \$40 with appeal. He decides all actions between landlord and tenant, travelers and lodging-house keepers on loss of articles taken from rooms, damage of furniture, rooms, etc.

Tribunal of Première Instance of the Seine.—This court decides all cases of appeal brought from the juge de paix, and has jurisdiction over all matters relating to personal property to the amount of \$300. It

is divided into ten chambers, presided over by 1 president, 8 vice-presidents, 56 judges, 8 supplementary judges, a procureur imperial, 22 deputy procureurs, 1 chief register, 42 sworn registers. It extends over the whole Department of the Seine.

Tribunal of Simple Justice.—This court decides all breaches of the police regulations where the penalty is small.

Council of Arbitration (Des Prud'hommes).—This is one of the most desirable and best regulated establishments in Paris. It was founded for the purpose of settling disputes between master and man in an amicable manner, and nineteen cases out of twenty are satisfactorily adjusted by the court. The council is composed of foremen and master mechanics, elected by the different trades, one half being employers and the other foremen. The different trades are divided into four classes, a council to each class, so that the most intricate dispute is decided by the custom of the trade. How desirable it would be to have such a court in our cities, as judges have to decide on matters of which, in many cases, they must be entirely ignorant.

Mayors.—There are twenty mayors in Paris, one to each arrondissement, whose duty relates to the civil administration of the city. They sit every day from 12 until 2. The Prefect of the Department of the Seine is the head mayor.

The Police.—The Minister of the Interior is the supreme head of the police; under him acts the préfet of police for the Department of the Seine, who is also president of the council of health, composed of 20 members, all of whom are surgeons, chemists, or physicians, whose jurisdiction extends over all the sanitary affairs of the capital. Paris is divided into 80 quarters: in each quarter resides a commissaire of police, whose duty it is to make the primary examination of criminals, and attend to the cleansing and lighting of their respective section. They are in continual communication with the people, attending with dispatch to all their wants. At night each commissaire has a colored glass lamp hung at his door. There are some two or three divisions of the administration, divided into some 15 different bureaux; each bureau has its different duty assigned to it—such as strikes among workmen, children abandoned by their parents, licenses to

prostitutes, suicides, accidental deaths, gaming-houses, theatres and public balls, restoration of lost articles, watering and lighting the streets, public carriages, the sale of unwholesome victuals, repression of vagrancy, weight and measures—in short, every thing is so perfectly arranged and classified that the administration is like perfect clock-work, and Paris is today the best governed city in the world.

Prisons and Correctional Establishments.—The former are nine in number, including the military prison, which is under the charge of the Minister of War. Several of these have acquired a dreadful notoriety from the deeds perpetrated in them during the fury of a great revolution. The principal ones are the following: *La Force*, which is reserved solely for persons awaiting trial. It contains 1200 separate cells, and is distinguished by its classification of prisoners, and its excellent sanitary regulations. Every cell has a bed, gas-burner, and water-closet, with a good ventilation, and an apparatus for the distribution of warm air. The cost of this establishment is about \$20,000 annually. *St. Pelagie*, recently converted partly into a political prison, and partly into a kind of hulks for convicts whose punishment is of short duration. *St. Lazare*, a great female prison for criminals committed for trial or for short duration; if for over that time they are sent to *Maison Centrale*. It contains over 1200 cells. There is also in this prison an infirmary for prostitutes, containing about 350 beds. It has generally an average of about 1000 inmates, and receives annually 10,000 prisoners. *Dépôt des Condamnés* for criminals condemned to the hulks or to death, and remarkable for being at once light, airy, and healthy, and yet one of the strongest places of custody ever erected. The average number of prisoners is about 350. *Maison Centrale d'Education Correctionnelle*, which has much the air and style of a feudal castle. This prison is for young male offenders under the age of 16 years, who are considered incapable of judgment. They are here taught some trade, and educated up to the age of 20 years. The prisons to which the most mournful interest is attached are the *Pa'ais du Temple*, from which Louis XVI. was led forth to the scaffold; *The Conciergerie*, from which Marie Antoinette was led forth to

the same fate. *The Military Prison*, formerly *l'Abbaye*, the most gloomy of all the Parisian dungeons, and, during the Reign of Terror, a den of horrors. This last, as well as the *Palais du Temple*, have recently been pulled down, and two landmarks of despotism blotted out.

Children born in France of American Parents.—The laws of France make it incumbent on every foreigner, as well as native, that three days after the birth of a child it shall be taken, either by the father or medical attendant, to the mayor of the arrondissement, and there have the birth properly registered. Two witnesses are also necessary to sign the register. Any person neglecting to comply with the conditions of the law is liable to fine or imprisonment. Any child born in France of American parents is entitled to all the rights of a native if claimed one year after becoming of age.

Deaths of Americans in France.—In the event of death, notice must be given to the mayor of the arrondissement by the relatives or friends of the deceased. The mayor immediately appoints a physician, whose duty it is to ascertain the cause of the death, and the body can not be interred until an order has been given to that effect, and that only at the end of forty-eight hours after dissolution. The *juge de paix* may place his seal on the papers or effects of the deceased at the instigation of any interested party, and place them in the hands of a notary public.

The sights of Paris for fifteen days:

1st Day.—The boulevards; the docks; general view of Paris; Place de la Concorde.

2d Day.—Rue de la Paix and Rue Castiglione; Place Vendôme; the Office of Justice; the Passages of the Opéra, des

Princes, Jouffroy, des Panoramas; the Bourse; Gate Saint Denis; Gate Saint Martin; Dépôt of the Strasbourg Railway; Barracks of the Château d'Eau; Boulevard Voltaire; Mayoralty of the 11th District; Boulevard Richard-Lenoir; the Column of July; Place of the Bastille and subterranean canal; Rue de Rivoli; Boulevard of Sébastopol and Boulevard du Palais.

3d Day.—Rue Royale; Saint Honoré; the Tuileries (ruins and garden); Palais Royal (galleries and garden); the Louvre (battlements; the museums of ancient and modern paintings; museum of drawings); Saint German l'Auxerrois.

4th Day.—National Library; Square Louvois; Church of Saint Eustache; the Wheat Market; the Oyster Park; Central Markets; Square and Fountain of the Innocents; the ruins of the Hotel de Ville; the Louvre (museums of ancient and modern sculpture, Assyrian, Egyptian, and marine).

5th Day.—The Gaillon Fountain; Marché Saint Honoré; the Pont des Arts; Palace of the Fine Arts; Hospital de la Charité; Institute; the Library of Mazarin; the Pont Neuf; ruins of the Palace of Justice; Notre Dame; Hôtel Dieu.

6th Day.—Boulevard Malesherbes; Church of Saint Augustin; Hospital Beaujon; the Park of Mouceaux; Russian Church; Barriere de l'Etoile; Arc de Triomphe; Champs Elysées; Palace of Industry; Diorama; Palace de l'Elysée.

7th Day.—Palace of the Legislative Body; the Invalides; Tomb of Napoleon (kitchens, Museum of Artillery); Champ de Mars; Military School; Fountain of the Rue de Grenelle; the Ministry of the Interior, of Public Works, of War; Etat-Major; Council of State; Palace of the Legion of Honor.

8th Day.—Rue de Rivoli; the Tower Saint Jacques la Boucherie; Fountain de la Victoire; Saint Michael Bridge; Saint Michael Fountain; Boulevard Saint Michael; Cluny Museum; Sorbonne; College of France.

9th Day.—Notre Dame de Lorette; Cemetery Montmartre; Bois de Boulogne; the Artesian Well near the Gate of *La Muette*.

10th Day.—Château de la Muette; Church of Saint Sulpice; Mayoralty;

Fountain of Saint Sulpice; the Luxembourg (palace, museum, and garden); Panthéon; Library of Sainte Geneviève; Boulevard Saint Michael.

11th Day.—Val de Grace; Observatory; Deaf and Dumb Institution; Wine Market; Botanical Gardens; the Arsenal (library); Place Royale.

12th Day.—Conservatory of Arts; Ecole Turgot; Church of Saint Nicolas-des-Champs; Synagogue; the Temple; Square of the Temple; Market of the Temple; Archives.

13th Day.—La Petite Californie; Horse Market; Bicêtre; Salpêtrière; Hospital of the Quinze-Vingts; the Madeleine.

14th Day.—Mazas; Cemetery of Père la Chaise; Place du Trône; Vincennes.

15th Day.—Versailles (museum, garden, and battlements).

Sights of Paris for eight days:

1st Day.—The Madeleine; Boulevards; Place Vendôme; Court of Justice and the Seances; Passage de l'Opéra; Passage des Princes; the Bourse; National Library; Passage des Panoramas; Gate Saint Denis; Gate Saint Martin; Conservatory of Arts; Château d'Eau and Barrack; Column of July.

2d Day.—Bois du Boulogne; Champ de Mars; Military School; Hôtel des Invalides; Administration of Foreign Affairs; Legislative Body; Church of Saint Clotilde; Church of Saint Germain des Prés; Palace of the State Council; Palace of the Legion of Honor; Bridge of Solferino; Garden of the Tuileries; Rue de Castiglione.

3d Day.—Boulevard Malesherbes; Park de Monceaux; Russian Church; Beaujon Hospital; Arc de Triomphe de l'Etoile; Champs Elysées; Palace de l'Elysée; Palace of Industry; Place de la Concorde; Church of the Assumption; Church Saint Roch; Rue de Rivoli.

4th Day.—Church of Saint Eustache; Wheat Market; Central Markets; Square and Fountain of the Innocents; Tower of Saint Jacques de la Boucherie; Saint Germain l'Auxerrois; Palais Royal (galleries and garden); the Louvre (museum of ancient and modern painting; museum of ancient and modern sculpture).

5th Day.—Bridge of the Saints Pères; Palace of the Fine Arts; Palace of the Institute; Museum of Artillery; Fountain of the Rue de Grenelle; Church of Saint Sulpice; Fountain of Saint Sulpice; the Luxembourg (palace, museum, and garden); the Panthéon.

6th Day.—Pont Neuf; City Hall and Library, burned down during the Commune; Bridge d'Arcole; Palace of Justice; Tribunal of Commerce; Prefecture of Police; Notre Dame; Hôtel Dieu; Fountain of Saint Michael; Cluny Museum; School of Medicine.

7th Day.—Wine Market; Botanical Gardens; Column of July; Cemetery of Père la Chaise; Place du Trône.

8th Day.—Versailles (palace and gardens).

For two days:

1st Day.—The Madeleine; Boulevard Malesherbes; Park de Monceaux; Russian Church; Arc de Triomphe de l'Etoile; Champs Elysées; Palace of Industry; Diorama; Palace de l'Elysée; Place de la Concorde; the Garden and ruins of the Tuileries; the Louvre; Palais Royal (galleries and garden); National Library; Saint Germain l'Auxerrois; Palace of Justice; Tribunal of Commerce; Notre Dame; Tower Saint Jacques de la Boucherie; Fountain de la Victoire; Square and Fountain of the Innocents; Place de la Bourse; Boulevard des Italiens.

2d Day.—Place Vendôme; Administration of Justice and of the Finances; Bridge de la Concorde; Palace of the Legislative Body; Administration of Foreign Affairs; the Invalides; Fountain of the Rue de Grenelle; Church of Saint Sulpice; the Luxembourg (palace, museum, and garden); Library of Sainte Geneviève; the Panthéon; Botanical Gardens; Column of July; Place du Trône; Boulevards; Château d'Eau and Barrack; Gate Saint Martin; Gate Saint Denis.

For one day:

The Madeleine; Faubourg Saint Honoré; Palace de l'Elysée; Avenue de Marigny et Champs Elysées; Arc de Triomphe; Palace of Industry; Place de la Concorde; Garden and ruins of the Tuileries; the Louvre; the Palais Royal (galleries and garden); National Library;

Square and Fountain of the Innocents; Tower Saint Jacques de la Boucherie; City Hall; Tribunal of Commerce; Notre Dame; Hotel Dieu; Palace of the Luxembourg (museum and garden); the Pantheon; Botanical Gardens; Boulevards; Château d'Eau and Barrack; Gate Saint Martin; Gate Saint Denis.

Days and hours when the Museums, Monuments, and Libraries may be seen:

Arc de Triomphe de l'Etoile, at the place of the same name.—Address the Invalid of the Guard for permission to mount to the summit. A small *pour boire* is necessary.

Arsenal, Rue de l'Orme, is not open to the public.

Library of the Arsenal, Rue de Sully.—Open every day from 10 to 3 o'clock, except on Sundays and holidays.

Library of the City of Paris, at the City Hall, Rue Lobau.—Open every day from 10 to 3 o'clock, except Sundays and holidays.

Library of the College of Law, Place of the Pantheon.—Open every day to the students from 10 to 3 o'clock, except Sundays and holidays.

Library of the School of Medicine, Rue de l'Ecole de Médecine.—Open to the scholars every day from 10 to 3 o'clock, except Sundays and holidays, and in the evenings from 7 to 10 o'clock.

Library of the Institute, Quai Conti, 21.—Open only to academicians, or to persons introduced by one of them.

Library of the University, at the Sorbonne, street of the same name.—Open every day, except Sundays and holidays, from 10 to 3 o'clock.

Library of the Louvre, at the Palace of the Louvre, is not public. Permission to work there should be demanded of the Minister of State, by a letter indicating the cause of the request.

National Library, Rue Richelieu, 58.—Open every day to readers from 10 to 4 o'clock, except Sundays; open to the public Tuesdays and Fridays of each week at the same hours.

Library of Mazarin, at the Institute, Quai Conti, 21.—Open every day except Sundays and holidays, from 10 to 3 o'clock.

Library of Ste. Geneviève, Place of the Pantheon.—Open every day, except Sun-

days and holidays, from 10 to 3 o'clock, and in the evening from 6 to 10 o'clock.

Bois de Boulogne.—The gates are always open.

Bois de Vincennes.—This wood is always open.

The Bourse, at the place of the same name, is open every day, except Sundays and holidays, from 1 to 5 o'clock.

Catacombs are no longer open to the public. Two or three times a year a certain number of persons are allowed to visit them with tickets delivered by the Chief Engineer of the Mines, who must be addressed at the City Hall.

Chateau de Vincennes.—Visible every day from 12 to 4 o'clock, with a permit from the Director of Artillery at the Administration of War.

College of France, Rue des Ecoles.—Address the concierge (*pourboire*).

Colonne Vendôme, Place Vendome.

Conservatoire des Arts et Metiers.—The galleries of collections and machines are open gratuitously to the public Sundays and Thursdays from 10 to 4 o'clock; Mondays, Tuesdays, and Saturdays the price is one franc. The library is open every day, except Monday, from 10 to 4 o'clock.

Hôtel de Ville.—Burned May 24th, by the Communists, at the entrance of the government troops. Magnificently rebuilt in 1882.

Hôtel des Invalides.—Every day, except Sundays, from 11 to 5 o'clock, with a permit from the governor. There is mass every Sunday in the Church of St. Louis at 12 o'clock, with an accompaniment of military music. The dome and the tomb of Napoleon are open to the public on Monday and Thursday from 12 to 3 o'clock, and the other days from 1 to 4 o'clock, by permission from the governor. The gallery of the plans in relief of the principal strong-holds of France is only open from the 1st of May to the 15th of June of each year, to persons with tickets delivered by the President of the Committee of Fortifications, at the War Department; Museum of Artillery.

Institute of France, Quai Conti, 21.—Every day, except Sundays and holidays, from 11 to 1 o'clock.

Institution des Jeunes-Aveugles, Boulevard des Invalides, 56.—Wednesday from 1 to 5 o'clock, with a passport from the director.

For the public exercises of music which take place four or five times a year, a ticket is necessary from the director.

Botanical Gardens. Place Walhubert and Rue Geoffrey St. Hilaire. — Open every day from morning until evening. The *Menagerie* is open in winter from 11 o'clock until dark, and in summer from 10 to 6 o'clock.

Jardin des Tuileries. — Open every day from morning until night. During the summer there is music every day at 5 o'clock.

Jardin du Palais-Royal. — This garden, considered a passage, is open from early in the morning until midnight.

Musée du Luxembourg. — Open every day, except Monday, from 10 to 4 o'clock.

Musée du Louvre. — Open to the public every day, except Monday, from 10 to 4 o'clock. The Museum of Painting is open for study every day until 6 o'clock in summer, and until dark in winter.

Notre Dame. — The treasure is to be seen every day from 12 to 4 o'clock, by means of a ticket delivered by one of the priests for 50 c.

Palais de Justice, Boulevard du Palais. — Destroyed by the Communists May 24th.

Palais de la Légion d'Honneur. Rue de Lille, 64. — Burned by the Communists May 24th. Rebuilt.

Palais de l'Industrie, and Champs Elysées. — Open every day from morning until evening; to strangers after having showed their passports, or to persons furnished with permits delivered by the Minister of State.

Palais des Beaux-Arts, Rue Bonaparte, 14. — Open every day.

Palais des Tuileries. — The ruins were pulled down in 1883; the gardens remain.

Palais Royal. — The galleries and the garden are open every day from morning until midnight. The interior of the palace is not public.

Palais du Luxembourg. — Not visible, being temporarily appropriated to the transaction of Town-hall business.

Parc Monceaux. — Open every day from morning until evening.

Prisons. — Are only visible to persons furnished with a special permit from the Prefect of the Police.

Sainte Chapelle. — To be seen every day,

except Sundays and holidays, from 11 to 4 o'clock, with a permit from the Minister of State.

Sorbonne. — The amphitheatres are open during the hours of recess. They have nothing remarkable. The church is only open the entire day on Sundays and holidays; during the week it is open in the morning until 9 o'clock, and in the afternoon from 1 to 3 o'clock. To see well the tomb of Richelieu it is necessary to give a *pourboire* to the guardian.

Operas, Theatres, and Concerts. — The theatres are all open every evening, with the exception of the opera and the *Théâtre Italien*. The representations commence usually from 6 to 8 o'clock.

The first theatre of any importance in Paris was *Le Théâtre Illustre*, although theatrical performances were given in Paris 200 years anterior to this date. The company was formed by Molière, the author. Louis XIV., being much pleased with their performances, assigned them a theatre in the Palace of the Louvre. Cardinal Richelieu built them one also in the Palais Royal. Theatres rapidly augmented during the reigns of Louis XV. and XVI.; in fact, there were so many that none of them were capable of paying expenses. Napoleon I. suppressed them all but nine, having compensated the others. Under Louis XVIII. there was an annual sum allotted out of the civil list toward the support of the principal theatres. After the days of Corneille and Racine the drama assumed a languishing position in Paris, until it was restored to its pristine glory by the genius of Rachel. Until the reign of Louis XIV. all female characters were personified by men. The immortal Talma was the first who inaugurated the present correctness in both dress and manners of the French stage.

All the theatres of Paris pay a tax to the government of ten per cent. of their receipts. In 1874 the income to the government from this source was nearly £200,000, while the government voted \$300,000 to sustain the principal ones for the purpose of cultivating the classic productions of the stage, the knowledge of the Italian language, and the lighter styles of national music. The government also awards large premiums to the four best

pieces represented every year. There are now about 25 theatres, and 150 different places of amusement in Paris and vicinity, all of which are open during the summer season, made up of gardens, café-concerts, etc. They are all well regulated; guards and policemen furnished by the government outside and in. To secure seats during the day, you must pay twenty-five per cent. more than if you buy your tickets in the evening; but it should invariably be done, if there be any excitement; otherwise you must *fall into line*, with two or three hundred persons in advance of you. The police arrangements at the theatre are so admirable that the least confusion is avoided. If you proceed in a hired carriage, it is necessary that you should pay before you arrive at the theatre to avoid delay at the door. If your carriage is called and you are not waiting, it must pass on and take its turn again. Gentlemen without ladies generally take orchestra stalls, or seats in the side balcony; with ladies, in the stalls of the balcony. The prices vary from \$2 50 to fifty cents in the different houses. The principal places of amusement are,

The New Opera House.—When in 1860 the erection of a new Opera House was decided on, 171 competitive plans were presented by as many architects. Out of this avalanche of projects, 43 were in the first instance retained by the jury appointed for the occasion; subsequent deliberations reduced that number first to 16, and then to 7, when Mr. Charles Garnier finally proved the successful candidate, and was intrusted with the herculean task. And, by the way, this eminent artist has, in the public mind, become so identified with the edifice that he now goes by the name of Garnier de l'Opera. Is not genius, in point of fact, to say the least of it, as good a title to nobility as mere birth?

The new theatre covers nearly three acres of ground; the great Petersburg theatre (the next in point of extent), only one and one seventh. Its cubic mass is 4,287,000 feet; that of the great theatre in Munich (the next in point of bulk), 1,295,000. The warming is effected by 15 furnaces. The lighting consists of 9000 gas-jets, supplied by 45,000 feet of pipes—equal in length to about 10 miles. The reservoirs (in the basement and in the roof) providing against fire casualties are capable of containing 1,000,000 gallons of water.

The New Opera House, when entirely finished, will have cost the nation, including every thing appertaining, 100,000,000 francs.

When your eyes first meet the front of this leviathan pile, they are completely dazzled, owing to the multiplicity of objects—groups, statues, busts, and medallions, in marble, stone, and bronze—of which it is composed, and the variety of colors, and profusion of gold; and it takes some time before you can command the power of analyzing each part singly and forming a judgment of the *tout ensemble*, as regards character, appropriateness, taste, proportions, and harmony. The absence of a principal entrance has by competent critics been pronounced a flaw.

The two sloping carriage-ways toward the west lead up to the *Pavillon de l'Empereur*, so called from its having been planned and arranged for the exclusive use of the imperial party, its retinue, livery, and military escort. About a hundred people and fifty horses were to find accommodation there.

The arrangement of the various departments of this immense establishment leaves no requirement whatever ungratified. The splendor of the interior decorations is beyond description. These have not, of course, been able, any more than the rest, to escape criticism; yet we rather think, upon the whole, that the general public, and more particularly such persons as were privileged to enjoy the unique and indescribable sight of the inauguration, will unanimously return a favorable verdict on the merits of the New Opera House, and look upon it as the "wonder of the day."

At any rate, the splendid result is due to the combined labor of none but first-rate artists—such as Garnier, Baudry, Carpeaux, Violet, etc. A new and beautiful street, Avenue de l'Opera, was opened in 1878, running from the Opera House to the Tuileries.

Théâtre de l'Opéra Comique, Place des Italiens, capable of accommodating 1800 persons. To every other box there is a small saloon, where refreshments may be had between the acts. The air is supplied from the cellar, where, in summer time, it is cooled by ice; the foul air finding egress from openings in the ceiling. This house receives \$50,000 from the government per annum for the purpose of encouraging the lighter styles of national music.

Théâtre Français, or Comédie Française.—The performances at this theatre are considered the standard for the whole country, and the government devotes \$50,000 annually to the maintenance of the legitimate drama at this establishment. It is situated on Rue Richelieu, at the Palais Royal. Dumas's, Scribe's, Augier's, and Victor Hugo's productions are brought out here in very fine style. The theatre is capable of accommodating 1200 persons. Prices of admission are, highest price, \$1 80; lowest, 50 cents.

Théâtre de l'Odeon, or second Théâtre Français.—This is one of the most magnificent houses in Paris, and is capable of holding 1600 persons. A national and essentially literary establishment, it receives from the government a subsidy of \$12,000, with rent free. The late emperor had here a private box, and his majesty, as well as the empress, often sanctioned with

their presence the many successful productions which have of late years been brought out at this magnificent place of amusement. Under the intelligent direction of the then manager, M. de la Rounat, it proved not an unworthy rival of the first Théâtre Français in a series of remarkable plays, often due to the pen of writers heretofore unknown, whom M. de la Rounat, in the true spirit of an artist, welcomed to his stage. One of these plays, *Le Testament de César Girodot*, was performed two or three hundred times, and *Le Marquis de Villemer*, by George Sand, met with unprecedented success, drawing nightly crowded audiences for several consecutive months.

Théâtre du Vaudeville, corner Boulevard des Capucines and the Rue de la Chaussée d'Antin, holds 1000 persons. Vaudevilles, comedies, and domestic dramas, by an excellent company; 4 frs. to 12 frs. 50 c. Sardou's plays are mostly brought out here, "Fédora," with Sarah Bernhardt, being the last.

Théâtre du Gymnase, Boulevard Bonne Nouvelle, opened in 1826 under the patronage of the Duchesse de Berri. It was in this house that the works of Scribe were first presented to an admiring public. Places, 1050.

Théâtre des Variétés, 7 Boulevard Montmartre; 1200 seats. Opéra-bouffe is chiefly given here, by such world-known artists as Judic, Dupuis, Baron, Chaumont, Léonce, Lassouche, etc. Prices, 4 frs. to 8 frs.

Théâtre de la Porte St. Martin, Boulevard St. Martin. This theatre was burned to the ground during the terrible seven days' conflict between the Communists and government troops; since rebuilt. Melodrama and extravaganza. Places, 2000; prices, 4 frs. 50 c. to 8 frs.

Théâtre de l'Ambigu Comique, Boulevard St. Martin; 1600 places; prices, 6 frs. to 10 frs. Melodrama and comedy. Madame Sarah Bernhardt's son is manager of this house.

Théâtre de la Gaîté, Square des Arts et Métiers; 1800 places. Drama, and occasionally Italian opera. 5 frs. to 8 frs.

Théâtre du Château d'Eau, 50 Rue de Malte (2400 places), formerly Cirque du Prince Imperial, for the representation of military pieces and vaudevilles. Company

excellent. Prices, 4 frs. to 7 frs. Sunday afternoon concerts at 2.

Théâtre du Châtelet, Place du Châtelet. Drama, extravaganza, and Sunday afternoon concerts. Places, 3500; prices, 3 frs. to 7 frs.

Théâtre du Palais Royal, formerly Théâtre Montansier, situated at the northwest corner of the Palais Royal; has an excellent company, but is very small. Vaudevilles and farces only are produced here. Places, 975; prices, 5 frs. to 7 frs.

Théâtre des Nations, Place du Châtelet. Drama, melodrama, and occasional opera. Places, 1800; prices, 5 frs. to 7 frs.

Théâtre de la Renaissance, Boulevard St. Martin. Opéra-bouffe. Mesdames Granier, Hading, Desclausas, and Messrs. Vautier, Jolly, Cooper, etc., have made this house extremely popular. Places, 1800; prices, 7 frs. to 12 frs.

Théâtre des Folies Dramatiques, 40 Rue de Bondy. Opéra-bouffe. Rebuilt after burning by the Commune. Here Planquette's famous "Cloches de Corneville" was played over 500 consecutive nights by Mesdames Girard and Gélabert, and Messrs. Simon Max, Maugé, Lucs, etc. Mademoiselle Girard's acting is said to have proved so attractive to an American gentleman that he witnessed the performance for over 100 consecutive nights. Here Blanche d'Antigny created "Marguerite" in Herve's "Le Petit Faust," in 1871. Places, 1500; prices, 5 frs. to 7 frs.

Théâtre des Nouveautés, 28 Boulevard des Italiens. Opéra-bouffe; managed by the celebrated comedian Brasseur. Places, 1000; prices, 5 frs. to 15 frs.

Théâtre des Bouffes-Parisiens, 65 Passage Choiseul. Opéra-bouffe and comic. The "Mascotte" was first brought out here, Montbazoin in the principal part. Places, 1100; prices, 6 frs. to 8 frs.

Théâtre Déjazet, 41 Boulevard du Temple. Comedy.

Théâtre de la Comédie Parisienne, Boulevard de Strasbourg. Comedy and operetta.

Théâtre des Fantaisies Parisiennes, Boulevard Beaumarchais. Operetta.

Théâtre Cluny, 71 Boulevard St. Germain. Comedy, drama, and opéra-bouffe.

Théâtre de l'Athénée, 15 Rue Scribe. Vaudeville, comedy, and farce.

Théâtre Robert Houdin, 8 Boulevard des Italiens. Legerdemain, phenomena, etc.

A large number of third-class theatres exist on the exterior streets and boulevards, and, as a rule, are poorly frequented.

Concerts.—Concerts of the *Conservatoire de Musique* take place every fortnight, from January until April, at 2 Rue Bergère. The music here is chiefly instrumental, and the selections are taken from the celebrated classic composers, quality, not quantity, being alone considered.

The *Pasdeloup Concerts*, at the *Cirque d'Hiver*, are given every Sunday afternoon, from November to June. The music is chiefly classical, and the best in Paris after the *Conservatoire*. Mr. Pasdeloup may be called the father of music in France; he has introduced Wagner and others, and helped to do away with many foolish prejudices. Faure and other leading artists are heard.

The *Concerts du Théâtre du Château d'Eau*, the *Concerts du Châtelet*, and the *Concerts du Cirque d'Été*, like the above, take place Sunday afternoons, and are chiefly classical.

Besides these, there are other concerts, at which nearly all the leading musicians of every country may be heard: these are, the *Salle Erard*, 13 Rue de Mail (the finest); the *Salle Pleyel*, 22 Rochechouart, the *Salle Herz*, 38 Rue de la Victoire, and at the *Palais de Trocadéro*.

Afternoon concerts are given by the military bands in fine weather in the gardens of the *Palais Royal*, the *Tuileries*, the *Luxembourg*, and the *Jardin d'Acclimation*, etc.

Circuses.—*Cirque d'Hiver*, formerly *Napoléon*, Boulevard des Filles du Calvaire, open only in the winter season. It is one of the largest and most beautiful circuses in the world. Performances are exclusively equestrian, and very good. Prices, 2 frs. and 1 fr. 50c.

Cirque d'Été, formerly de l'Impératrice, a beautiful polygonal building, capable of holding 6000 persons. It is situated in the *Champs Elysées*, near the fountains of *Rond Point*. Performances are given here during the summer only, Saturday night being the most fashionable.

Hippodrome, Avenue de l'Alma; *Cirque Fernando*, etc., etc.

Cafés-Chantants, etc.—The *Eden-Théâtre*, a magnificent new establishment on the Rue Auber; the *Folies Bergères*, the *Palace Théâtre*, in the Rue Blanche, all covered; and the *Alcazar*, *Ambassadeurs*, *Horloge*, in the Champs Elysées; the *Elorado* and *Scala*, in the Boulevard de Strasbourg; the *Alcazar*, the *Bataclan*, the *Bijou*, etc., the first three of which are in the open air.

There are concert-rooms, spectacle concerts, and puppet-shows; but nothing more of importance to occupy the time of a traveler, if we except the numerous *cafés-concerts*, or *cafés-chantants*, open on the Boulevard du Temple in winter, and the Champs Elysées in summer. Here you are accommodated in the open air with something to eat or drink, while listening to scraps of operas or songs. There is no ticket of admission necessary, but every person, on entering, is expected to order some refreshments. Some of the performers occasionally pass through the audience to collect a trifle from the pleased listener.

Public Balls.—*Opera Bals Masqués*, four in number, after January 1st, beginning at midnight. Gentleman, 20 frs.; lady, 10 frs. The sight is the finest of the kind in the world. The other balls, where every kind of company is met, are:

Bullier, Carrefour de l'Observatoire, a ball-room mostly frequented by the students of the Latin Quarter, where they meet their fair but frail companions; dancing Mondays, Thursdays, and Sundays.

Bal Wagram, Avenue de Wagram.

Elysée Montmartre, 80 Boulevard Rochecouart, much frequented.

Laborde, 10 Rue de la Victoire, expensive.

Perrin fils, Rue Vivienne, expensive.

Tivoli, Rue de la Douane.

Balls and masked balls are continually taking place at the different concert-halls, principally on Saturday. They are duly announced by the bills on the kiosks.

The *Jardin Mabille* no longer exists. Fortunate those who have seen it, for it was sometimes a sight to see.

Clubs.—Among the numerous first-class clubs of Paris is the *Franco-Américain*, formerly "Washington Club;" it has, without exception, the very best position in Paris. Its balconies face the Place de

l'Opéra, the New Opera House, Grand Hôtel, Boulevard des Capucines, Rue de la Paix, the new Avenue de l'Opéra, Rue Auber, etc. It is an elegant resort for the better class of Americans visiting Paris, and to Americans in good standing in clubs in the United States. Candidates must have their names posted up for three days, when they are balloted for as monthly members.

Close to the American Club, at No. 4 Rue du Helder, is the establishment of Mr. Wurzinger, the American tailor, who has long enjoyed the reputation of being one of the most fashionable in Paris; his prices are moderate, and his American *clientèle* very large.

Panoramas.—The *Siege of Paris*, in the Champs Elysées, near the Palais de l'Industrie. 1 fr.

The *Cuirassiers de Reichshoffen*, 251 Rue St. Honoré, is very fine; it represents the famous charge of the French cuirassiers in 1870. Entrance, 2 frs.

The *Bataille de Champigny*, in the Rue de Berri, close to the American Chapel, is by Detaille and De Neuville, the latter being the first battle-painter living. The British government lately ordered of him a canvas representing Sir Garnet Wolseley's arrival at the bridge at Tel-el-Kebir, Egypt, Lord Wolseley consenting to pose for him. Entrance, 1 fr.

There is a *Russian Panorama and Diorama* at 22 Boulevard des Capucines, and several uninteresting exhibitions of the same nature.

panies. The *Chemin de fer de Ceinture*, which does not extend beyond the city, is conducted by a common magistrate.

Chemin de fer de Ceinture, Central Administration, Rue d'Amsterdam.—This railway unites the dépôts of the Chemins de l'Ouest, du Nord, de l'Est, de Lyon, and d'Orleans.

Chemins de fer de l'Est, Railway Station on the Place de Strasbourg, at the upper extremity of the Boulevard of the same name.—The direct line from Paris to Mulhouse has an especial dépôt, situated on the left and behind the principal building. The Railway de Vincennes and de la Varenne Saint Maur, which belongs also to the Company de l'Est, has its particular dépôt on the Place de la Bastille.

1st Central Bureau, 7 and 9 Rue du Bouloï. 2d Central Bureau, 34 Boulevard Sébastopol, and 47 and 49 Rue Quincampoix. 3d Central Bureau, Place de la Bastille (dépôt of the Railway de Vincennes). 4th Central Bureau, 6 Place Saint Sulpice. Special omnibuses at each bureau.

Chemins de fer de Lyon et de la Méditerranée.—Railway Station on the Boulevard Mazas, at the end of the Rue de Lyon.

Bureaux.—44 Rue Neuve des Mathurins; 1 Rue Rossini; 6 Rue Coq Héron; 59 Rue Bonaparte, and 12 Place Saint Sulpice; 5 and 7 Boulevard de Strasbourg; 6 Rue Rambuteau. Omnibuses leave these bureaux for the dépôt before the departure of each train.

Chemins de fer du Nord.—Railway Station, 18 Place Roubaix.

Bureaux.—Hôtel du Louvre, Rue de Rivoli; Rue Saint Martin, impasse de la Planchette; Hotel Meurice, 228 Rue de Rivoli; Hotel Bedford, 17 and 19 Rue de l'Arcade; Hotel de Lille et d'Albion, 211 Rue St. Honoré; 59 Rue Bonaparte; 33 Boulevard de Sébastopol; Hotel des Trois Empereurs, 170 Rue de Rivoli; 6 Place de la Bourse; 3 Rue Charlot. Omnibuses for the dépôt may be found at each of these stations.

Chemins de fer d'Orleans.—Railway Station, 7 Boulevard de l'Hopital.

Bureaux.—130 Rue Saint Honoré; 8 Rue de Londres; 5 Rue Le Pelletier; 7 Rue de Babylone; 28 Rue Notre Dame des Victoires; 30 Rue Notre Dame de Nazareth; 6 Place Saint Sulpice; 7 Place de la Madeleine.

Steamboats.—Small steamboats ply regularly between Paris and Saint Cloud during the summer season, starting from the Quai d'Orsay. Fare, 1 franc. A service of omnibus steamboats was formed between Paris and Saint Cloud in 1866.

Railways.—Paris is the head of eight lines of railway belonging to five com-

Chemins de fer de l'Ouest.—Lines of Normandy, Auteuil, Versailles, St. Germain, and Argenteuil Station, 124 Rue Saint Lazare and 9 Rue d'Amsterdam.

Lines of Bretagne and Versailles Station, 44 Boulevard Montparnasse.

Bureaux.—For the dépôt Saint Lazare, Place de la Bourse; Boulevard Bonne Nouvelle; Pointe Sainte Eustache; Place du Châtelet (one departure only for the 1st trains after the close of the theatres); 2 Place Saint André des Arts.

For the dépôt Montparnasse, 2 Place du Palais Royal; Place de la Bourse; Rue Saint Martin; 4 Rue Bourtibourg.

Chemin de fer de Sceaux et d'Orsay.—Railway Station at the former Barrière d'Enfer.

Special omnibuses, 4 Rue Drouot; 19 Rue de Clichy, by the Place des Victoires et la Bourse; Place Saint Sulpice, and 130 Rue Saint Honoré, by the Pont Neuf.

The omnibus lines *A. G., J., A. F.*, and the *Montrougiennes*, conduct from all points of Paris to the dépôt.

The Boulevards.—The most frequented of the Boulevards of Paris extends, under different names, from the Bastille to the Madeleine. It comprehends starting from the Bastille.

The Boulevard Beaumarchais (759 yards in length, from the Colonne de Juillet to the Rue Saint Sébastien on the right, to the Rue du Pont aux Choux on the left); on the right, houses built on lands belonging to the Hôtel Beaumarchais; on the left, small Hotel de Ninon de l'Enclos, Théâtre Beaumarchais, recently restored and enlarged: also the streets du Pas de la Mule, Saint Gilles, and des Tournelles.

The Boulevard des Filles du Calvaire (325 yards in length).

The Boulevard du Temple (542 yards in length): on the right, Cirque National, Boulevard Voltaire; Boulevard des Amandiers; Rue du Faubourg du Temple, Barrack of Château d'Eau; on the left, Turc Garden, Théâtre Dejazet, Passage Vendôme, Théâtre Robin.

The Boulevard Saint Martin (700 yards long): on the right, Fountain du Château d'Eau, Boulevard de Magenta, Grande Café de Paris, Théâtres des Folies Dramatiques, de l'Ambigu et de la Porte Saint Martin.

The Boulevard Saint Denis (271 yards in

length, from the Gate Saint Martin to the Gate Saint Denis); on the right, Rue du Faubourg St. Martin, Boulevard de Strasbourg et Rue du Faubourg Saint Denis; on the left, Rue Saint Martin, Boulevard de Sébastopol et Rue Saint Denis.

The Boulevard Bonne Nouvelle (379 yards, from the Rue St. Denis to the Rue du Faubourg Poissonnière); on the right, Palace Bonne Nouvelle, of which the cellars are occupied by a market, the ground floor by a large bazaar, and the upper stories by the Café de France, Théâtre du Gymnase; on the left, Rue Notre Dame de Bonne Nouvelle, in which is also a church of the same name.

The Boulevard Poissonnière (379 yards in length): on the right, Bazaar du Voyage, Maison Barbedienne for bronzes, Restaurant Vachette; on the left, Stores du Prophète, Des tapis d'Aubusson, and Bazaar of French Industry.

The Boulevard Montmartre (273 yards in length, from the street Montmartre to the streets Drouot and Richelieu); splendid cafés on the right and left; on the left, Théâtre des Variétés, Passage des Panoramas, Rue Vivienne, Messrs. Goupil and Co.'s store of engravings, and the Petit Journal.

The Boulevard des Italiens (596 yards long, from the streets Drouot on the right and Richelieu on the left to the Pavillon de Hanovre on the left and the Rue de la Chaussée d'Antin on the right) is the rendezvous for Parisian fashion: on the right side, exhibition-rooms of the Disderi photographs; Théâtre Cleverman, successor of Robert Houdin and Hamilton; Passage de l'Opéra; Rue le Pelletier, in which stood the old Opera, burned in 1874; Rues Lafitte and Taitbout; Café Riche; Restaurant Tortoni; Restaurant of the Maison-Dorée; Théâtre des Fantaisies Parisiennes, No. 26; house of the armorer Devisme, Rue du Helder and the Café Foy: on the left side, Café Cardinal; Passage des Princes; Café du Grand Balcon, behind which is the Opera Comique; Rues de Choiseul and de la Michodière, leading to the Théâtre Italien and the Pavillon de Hanovre, occupied by the jeweler Christophle, on the corner of the Rue Louis le Grand.

The Boulevard des Capucines (542 yards in length, from the Pavillon de Hanovre and the Rue de la Chaussée d'Antin to the

Rue du Luxembourg); on the left, photographic saloons of Mayer and Pierson, confectioner Boissier, stores of Tahan, Rue de la Paix, stores of Alphonse Giroux, in the place of the former Hôtel des Affaires Etrangères; on the right, the new Opera, the Grand Hôtel, the Jockey Club, etc.

The *Boulevard de la Madeleine* (217 yards in length); on the left, Cité Vindé, stores of Le Goupy, Gouache, des Trois Quartiers, mourning store of Sainte Madeleine; on the right, Rues de Sèze, Gaudot de Mauroy, and de la Ferme des Mathurins; at the end of the boulevard is the Place de la Madeleine, surrounding the church of the same name.

The new roads formed by the reunion of the old exterior boulevards with other streets are (on the right bank):

The *Boulevard de Bercy*, from the Wharves of Bercy and de la Rapée to the Rue de Charenton; the *Boulevard de Reuilly*, from the Rue de Charenton to the Rue Picpus; the *Boulevard de Picpus*, from the Rue de Picpus to the Cours de Vincennes; the *Boulevard de Charonne*, from the Cours de Vincennes to the Rue des Rats, and Boulevard de Philippe Auguste; the *Boulevard Mémilmontant*, from the Rue des Rats to the Rue Oberkampf and to the Chaussée de Mémilmontant; the *Boulevard de Belleville*, from the Chaussée de Mémilmontant to the Rues du Faubourg, du Temple, and de Paris; the *Boulevard de la Villette*, from the Rues du Faubourg, du Temple, and de Paris, to the Rues de Château Landon and des Vertus; the *Boulevard de la Chapelle*, from the Rues Château Landon and des Vertus to the Boulevard de Magenta and to the Rue des Poissonniers; the *Boulevard de Rochechouart*, from the Rues du Faubourg Poissonnière and des Poissonniers to the Rue and the Chaussée des Martyrs; the *Boulevard de Clichy*, from the Rue and the Chaussée des Martyrs to the place of the ancient barrier of Clichy; the *Boulevard des Batignolles*, from the Rue de Clichy and the Grande Rue des Batignolles to the Rues du Rocher and de Lévis; the *Boulevard de Courcelles*, from the Rues du Rocher and de Lévis to the crossway formed by the meeting of the Avenues de Wagram and des Ternes, and to the Rue du Faubourg Saint Honoré: (on the left

bank), the *Boulevard de la Gare*, from the Wharves de la Gare and d'Austerlitz to the Rue d'Austerlitz; the *Boulevard d'Ivry*, from the Rue d'Austerlitz to the route de Choisy and the Place de la Barrière d'Italie; the *Boulevard d'Italie*, from the Place d'Italie to the Rue de la Santé; the *Boulevard Saint Jacques*, from the Rue de la Santé to the Place de la Barrière d'Enfer; the *Boulevard d'Enfer*, from the Place d'Enfer to the Boulevard Montparnasse; the *Boulevard de Montrouge*, from the Boulevard d'Enfer to the Place de la Barrière du Maine; the *Boulevard de Vaugirard*, from the Place du Maine to the Rue de Sèvres and the Avenue de Breteuil; the *Boulevard de Grenelle*, from the Rue de Sèvres to the Wharves d'Orsay and de Grenelle.

The old interior boulevards of the left bank are: the *Boulevard de l'Hôpital* (1552 yards), beginning at the Place Wallhubert, between the Botanical Gardens on the right, and the dépôt of the Chemin de fer d'Orleans on the left (on the right, Boulevard Saint Marcel, and church of the same name; on the left, Abattoir de Villejuif); the *Boulevard des Gobelins* (927 yards), a continuation of the Boulevard de l'Hôpital, and united to the old *Boulevard extérieur d'Italie*; the *Boulevard Saint Jacques* (980 yards), from the Rue de la Glacière to the ancient Barrière d'Enfer, and to which have been united the *Boulevards de la Glacière, de la Santé, and d'Arcueil* (on this last is the railway station of the Chemin de fer de Sceaux); the *Boulevard d'Enfer* (920 yards), lost during a great part of its extent in the old *Boulevard de Montrouge*; the *Boulevard du Montparnasse* (1877 yards); on the left, railway station of the Chemins de fer de l'Ouest et de Versailles, and the Chaussée du Maine; the *Boulevard des Invalides* (1354 yards), forming the prolongation of the preceding boulevard, and ending at the junction of the Rue de Grenelle Saint Germain with the corner of the Esplanade des Invalides (on the left, national establishment des Jeunes Aveugles, the Artesian Well, the new church Saint François Xavier, Avenues de Villars and de Tourville, Hôtel des Invalides; on the right, Gothic tower of the chapel of the Couvent des Oiseaux). On the right bank of the Seine are the *Boulevards de la Contrescarpe*

and *Bourdon* (of 650 and 759 yards), from the Place de la Bastille to the Seine.

sonnerie, leading to the central markets; Rue Aubry Boucher, from which may be seen the Square of the Innocents; Théâtre du Châtelet; on the left, Square des Arts et Métiers, before the Conservatory of the same name, and the Théâtre de la Gaité; Rue de Rivoli; on the right and left, Square of the Tower Saint Jacques; Place de l'Hôtel de Ville, at the extremity of the Avenue Victoria; Fountain de la Victoire, and Théâtre Lyrique.

The *Boulevard du Palais*, from the Bridge au Change to the Bridge Saint Michael; on the right, Palace of Justice, Holy Chapel; on the left, Tribunal of Commerce, and Barracks of the Police.

The *Boulevard Saint Michel*, from the Place of this name to the Avenue de l'Observatoire; on the left, street and church Saint Séverin; beyond the Boulevard Saint Germain, the ruins of the Palace des Thermes, surrounded by a square; Rue des Ecoles, leading to the College of France; Church de la Sorbonne; Rue Soufflot, from which the Panthéon may be seen; Rues de l'Abbé de l'Épée and du Val de Grâce, from the former of which the Tower of Saint Jacques du Haut Pas may be seen, and from the latter the Dôme du Val de Grâce; on the right, Boulevard Saint André, to be extended farther; Fountain Saint Michael; Boulevard Saint Germain; Maison Hachette; Rue de l'École de Médecine, ending with the Hôpital de la Clinique and the École de Médecine; Rue Racine, from which may be seen the Théâtre de l'Odéon; Lyceum of Saint Louis; Rue Monsieur le Prince; Garden of the Luxembourg; School of Mines, and botanical garden of the School of Medicine.

The *Boulevard Malesherbes* (2925 yards), from the Madeleine to the Gate d'Asnières.

The *Avenue de Villiers*, from the site of Old Barrière Monceaux to the Gate of Champerret, crossing Boulevard Malesherbes at Place Malesherbes, which is embellished with grass-plots, shrubs, etc.

The grand *Avenue des Champs Élysées*.

The *Avenue Marceau* (975 yards), from the Arc de Triomphe de l'Étoile to the Bridge de l'Alma.

The *Boulevard d'Jéna* (1408 yards), from the Arc de Triomphe to the southern extremity of the Place du Roi de Rome.

Avenue Kléber (1300 yards), from the

The New Boulevards.—The new boulevards opened since 1854 in all directions are:

The *Boulevard de Strasbourg* (921 yards), from the Dépôt of Strasbourg to the Boulevard Saint Denis; in the lower part, Cafés du Dix Neuvième Siècle, des Mille Colonnes, and de l'Eldorado.

The *Boulevard de Sébastopol*, from the Boulevard Saint Denis to the Place du Châtelet; on the right, Church of Saint Leu; Rues de Rambuteau and de la Cos-

Arc de Triomphe to the western extremity of the Place of the same name.

Avenue d'Eylau, from the Arc de Triomphe to the Gate de la Muette.

Avenue du Bois de Boulogne and *Avenue de la Grande Armée*, ending, the first at the Gate Dauphine, and the second at the Gate de Neuilly.

Avenue d'Essling, which is to be extended to the Avenue des Ternes.

Avenue Mac-Mahon, from the Arc de Triomphe to the Avenue des Ternes and the Place de Courcelles.

Avenue de Wagram, from the Arc de Triomphe to the prolongation of the Boulevard Malesherbes.

Avenue Hoche (866 yards), from the Arc de Triomphe to the Park Monceaux.

Avenue de Friedland (1950 yards, ancient Boulevard Beaujon), from the Place de l'Etoile to the place formed by the meeting of the streets Faubourg Saint Honoré, de Monceaux, and de l'Oratoire du Roule.

The *Boulevard Haussmann*, between the preceding place and the Rue de la Chaussée d'Antin (it will be extended farther).

Avenue de l'Empereur, from the Place du Pont de l'Alma to the Gate de la Muette.

Avenue de l'Alma, from the Avenues des Champs Elysées to the Quay de Billy.

The *Boulevard Percière*, double avenue, extending from the station of the Porte Maillot to the Rue de Santé, near the Station des Batignolles.

The *Boulevard Voltaire*, from the Château d'Eau to the Place du Trône.

The *Boulevard des Amandiers* (1950 yards), from the Château d'Eau to the ancient Barrière des Amandiers.

The *Boulevard de Magenta*, from the Château d'Eau to the Boulevard de la Chapelle, crossing the Boulevard de Strasbourg near the church Saint Laurent, and the Rue Lafayette near the Dépôt du Nord.

The *Boulevard Ornano*, a continuation of the foregoing, beginning at Boulevard de la Chapelle, and leading to the Gate of Clignancourt.

The *Boulevard Richard Lenoir* (1950 yards), from the Rue du Faubourg du Temple to the Place de la Bastille.

The *Boulevard St. Germain*, which is to run from the Bridge de la Concorde to Quai St. Bernard, has for the present only three sections finished: one from Quai St. Bernard

to the Rue Hautefeuille; another from the Rue St. Dominique St. Germain, near the War Office, to the Bridge de la Concorde; and finally a very short one from Rue d'Erfurth to Rue Taranne, by the church *St. Germain des Prés*.

Avenue de Vincennes (2383 yards), from the Rue de Lyon to the ancient Barrière de Reuilly.

The *Boulevard d'Austerlitz* (650 yards), from the Bridge d'Austerlitz to the Rue de Charenton.

Avenue Parmentier (1950 yards), from the Abattoir de Ménilmontant to the Rue d'Alibert on the north, and to the south until it meets the Boulevard du Prince Eugène.

The *Boulevard de Philippe Auguste*, from the Barrière du Trône to the Cemetery of Père la Chaise.

The *Boulevard Saint Marcel*, from the Rue de Loureine to the Boulevard Arago.

The *Boulevard de Port Royal*, from the Rue Mouffetard to the crossway de l'Observatoire.

The *Boulevard Arago*, from the Rue de Loureine to the Rue d'Enfer.

The nineteen sections of the *Rue Militaire*, transformed into boulevards, bear the following names: on the right bank, *Boulevard Poniatowski*, from the Gate de Berey to the Gate de Picpus; *Boulevard Soult*, from the Gate de Picpus to that of Vincennes; *Boulevard Davoust*, from the Gate of Vincennes to that of Bagnolet; *Boulevard Mortier*, from the Gate de Bagnolet to the Gate de Romainville; *Boulevard Sérurier*, from the Gate de Romainville to the passage of the Canal de l'Oureq; *Boulevard Mucdonald*, from the passage of the Canal de l'Oureq to the Gate d'Aubervilliers; *Boulevard Ney*, from the Gate d'Aubervilliers to that of Saint Ouen; *Boulevard Bessières*, from the Gate of Saint Ouen to that of Clichy; *Boulevard Berthier*, from the Gate of Clichy to that of the Révolte; *Boulevard Gouvion Saint Cyr*, from the Gate de la Révolte to that of Neuilly; *Boulevard Lannes*, from the Gate of Neuilly to that of La Muette; *Boulevard Suchet*, from the Gate de la Muette to that of Auteuil; *Boulevard Murat*, from the Gate of Auteuil to the Seine; on the left bank, *Boulevard Masséna*, from the Gate of the Dépôt to the Gate d'Italie; *Boulevard Kellermann*, from the Gate d'Italie to that of

Gentilly; *Boulevard Jourdan*, from the Gate of Gentilly to that of Orléans; *Boulevard Brune*, from the Gate d'Orléans to the passage of the Chemin de fer de l'Ouest; *Boulevard Lefevre*, from the passage of the Chemin de fer de l'Ouest to the Gate of Versailles; *Boulevard Victor*, from the Gate of Versailles to the Seine.

(on the left, *Gare Triozon*, a vast basin where the steamboats are sheltered from the ice in winter); the *Quai de la Râpée* (right bank); the *Quai d'Austerlitz* (left bank), from the Quai de la Gare to the new dépôt of the Chemin de fer d'Orléans; the *Quai Henri IV.* (right bank); the *Quai St. Bernard* (left bank), opposite the Quai Henri IV., and bounded on the south by the Botanical Gardens and the Dépôt of Wines; the *Quai d'Anjou* (left bank); the *Quais des Célestins, St. Paul*, and *des Ormes* (right bank); the *Quai de Bethune* and the *Quai d'Orléans* (right bank of the southern arm of the Seine); the *Quai St. Bernard* and the *Quai de la Tournelle* (left bank); the *Quai Bourbon*, and *Quai de la Grève*, the *Quai Napoléon*, the *Quai Pelletier*, the *Quai de Gèvres*, the *Quai Desaix*; the *Quai de la Mégisserie*, formerly *Quai de la Ferraille* (right bank); the *Quai de l'Horloge* (left bank of the large arm); the *Quai de l'Archevêché* (right bank of the small arm); the *Quai Montebello*, opposite that of the Archevêché; the *Quai du Marché Neuf*, on the right bank, opposite the Quai St. Michael; the *Quai des Orfèvres*, the length of the Palace of Justice and the Prefecture of Police; the *Quai des Grands Augustins*, opposite the Quai des Orfèvres; the *Quai de l'Ecole* (right bank), below the Pont Neuf; the *Quai du Louvre*, extending the length of the southern part of the palace of that name; the *Quai de Conti* (left bank); the *Quai Malaquais* (left bank); the *Quai Voltaire* (left bank), formerly *Quai des Théatins*; the *Quai d'Orsay* (left bank), bounded by a barrack, the Palace of the Conseil d'Etat and de la Cour des Comptes, the Grand Chancellerie de la Legion d'Honneur, the Ambassade d'Espagne, the Palace of the Legislative Corps, the hotel of the president of the Legislative Corps, the central magazine of the military hospitals, the stables of the emperor, constructed in 1861-62, and the dépôt of marbles of the state; the *Quai des Tuileries* (right bank), extending the length of the garden of the same name; the *Quai de la Conférence* (right bank), serving for a road to the American horse-railway; the *Quai de Billy* (right bank), from the Bridge de l'Alma to the ancient Barrière de Passy; the *Quais de Passy* and *d'Auteuil* (right bank); the *Quais de Grenelle* and *de Javel* (left bank).

* *The Quays.*—The quays, beginning at the point where the Seine enters Paris, are: the *Quai de Bercy* (on the right bank; small pavilion of the Château de Bercy; vast dépôt of wine, brandy, oil, vinegar, etc.); and *Quai de la Gare* (on the left bank), directly opposite the Quai de Bercy

bridge, still nameless (opened this year, 1876), connecting the Quai St. Bernard end of the Boulevard St. Germain with the projected Boulevard Henri IV., which is to extend as far as the Place de la Bastille. This bridge offers, with regard to the course of the river, a slanting line, answering the axes of both the Panthéon and the July Column. The part over the main arm, entirely built of cast iron, consists of three elliptical arches, the central one 57 yards, the side ones 53 yards from one pier to another; the length from Quai St. Bernard to the eastern extremity of the Ile St. Louis being 171 yards, the width 23 yards. The part over the narrower arm consists of a central elliptical cast-iron arch 48 yards between the piers, and two lateral semicircular stone ones 18 yards between pier and abutment; the length from the island to Quai Henri IV. being 100 yards, the width 23 yards. The *Pont Marie*, built of stone between 1618 and 1635; the *Pont de la Tournelle* (6 arches), rebuilt several times since 1614, and enlarged and restored under Louis Philippe; the new *Pont St. Louis*, near which is *the Morgue*, signifying to scrutinize. This is a place where the bodies of strangers found drowned, or having met with death accidentally, are exposed for three days behind a glass partition, that they may be recognized by their friends. Their clothes are hung up above them as an additional clew. After three days' exposure, if the bodies are not claimed, they are buried at the expense of the public. The average is over one per day; some days three or four may be seen at the same time. The new *Pont Louis Philippe* (3 arches, in stone); the *Pont d'Arcole*, an iron bridge, allowing the passage of carriages, and reconstructed in 1854 according to a system invented by M. Oudry, engineer; the *Pont Notre Dame*, rebuilt only a few years ago; the *Pont au Change* (3 elliptical arches, 31 yards in width), entirely reconstructed in 1858; the *Pont de l'Archêvêché*, built in 1828 on the small arm of the Seine (3 unequal arches); the *Pont au Doub'e*, reconstructed in 1853 with a single arch on the small arm of the Seine; the *Pont St. Charles*, covered by a glazed gallery, uniting the buildings of the Hôtel Dieu; the *Petit Pont*, rebuilt in 1853 with a single arch in stone; the *Pont St. Michael*, reconstructed in 1857 on the

The Bridges.—There are 27 bridges across the Seine, viz.: the *Pont Napoléon III.*, a few yards beyond the fortifications between the Gate de Bercy (on the right bank) and the Gate de la Gare, composed of 6 arches (733 yards long), and serving at the same time for a railroad and for foot-passengers; the new *Pont de Bercy* (5 elliptical arches, 150 yards from one support to another), recently constructed in place of an old suspension bridge of the same name; the *Pont d'Austerlitz* (5 arches in stone, 140 yards in length, 28 yards in width. The names of the principal officers killed at Austerlitz are inscribed on the ornaments that decorate the bridge), greatly damaged on the 25th of January, 1865, by an explosion of gas; a new

smaller branch of the Seine. The *Pont Neuf* and *Statue of Henry IV.*—This bridge was constructed in the middle of the 16th century by Henry III. Its length is over 1000 feet; breadth, 78. It was formerly, like the London bridge, the habitual resort of jugglers, burglars, and thieves. Near the centre, on l'île aux Vaches, stands the statue of Henry IV. It was erected in 1818 by order of Louis XVIII., and was formed from the material of the statue of Napoleon, taken from the Place Vendôme, and that of General Desaix, taken from the Place des Victoires. Its height is 14 feet, and weighs 30,000 pounds. The bridge is built entirely of stone, and the view from it is very beautiful; the *Pont des Arts*, constructed from 1801 to 1803, and reserved entirely for foot-passengers (8 arches of iron, 141 yards in length and 11 yards in breadth); the *Pont du Carrousel*, or *des Saints Pères*, uniting the Quai Malaquais to that of the Tuileries, and constructed in 1832 to 1834 (5 iron arches; at the extremities, 4 colossal statues in stone representing, on the right bank, *Abundance* and *Industry*, and on the left bank, the *Seine* and the *City of Paris*); the *Pont Royal*, reconstructed in 1665 (5 arches. Below this bridge is a wharf from which the steamboats start, going from Paris to Saint Cloud, during the summer); the *Pont de Solferino*, constructed in 1858 and 1859, opposite the Palace of the Legion of Honor (3 arches, 156 yards in length, 22 yards in width). On the corners are inscribed the names of the principal victories gained by the French army during the campaign of 1859. The *Pont de la Concorde.*—This bridge was originally called *Le Pont Louis XV.*; then *Pont Louis XVI.*; then *Pont de la Révolution.* In 1800 it received the name *Pont de la Concorde.* It leads from Place de la Concorde to the Palace of the Legislative Body, and was built in three years, 1787 to 1790, mostly from the stone obtained from the ruins of the Bastille. Its length is 461 feet, and breadth 61 feet. It is composed of five elliptical arches. The architect was Peronnet; its cost, \$240,000. The *Pont des Invalides*, uniting the Quai de la Conférence to the Quai d'Orsay, rebuilt in stone in 1854-55 (4 arches, statues representing, one the *Victoire terrestre*, the other the *Victoire maritime*, by Messrs. Diéboldt and Villain); the *Pont de l'Alma*,

constructed in 1854-55 to unite the western extremity of the Quai de la Conférence to the Quai d'Orsay (3 arches; between these arches are statues representing a *grenadier* and a *zouave*, by M. Diéboldt; a *hunter*, on foot, and an artilleryman, by M. Arnaud); the *Pont d'Jena*, constructed in 1806 to 1813, opposite the Champs de Mars (5 arches, in stone; sculptured eagles above the piers; at the extremities, colossal statues representing allegorical personages); the *Pont de Grenelle* constructed in 1818 (6 arches); the *Pont du Point du Jour*, or *d'Auteuil*, finished in 1866, and destined for the passage of the railroad. There are 2 roads, one for foot-passengers, carriages, and horses, the other for the railway; 2 stories, on 5 large arches.

mob stopped their fire for a few moments: the archbishop exhorted them, in the most enthusiastic manner, to lay down their arms; it was of no avail; the firing again commenced, and the archbishop, seeing that his efforts were unavailing, was returning, when he was struck by a musket ball. The insurgents declared they were innocent of the act. He died in less than two days; his dying words were, "May my blood be the last spilt in civil war."

The *Colonne de Juillet* is composed of bronze, weighing over 163,000 pounds; it is 154 feet high, and rests on a basement of white marble ornamented with bas-reliefs in bronze. Over the Corinthian capital is a gallery 16 feet wide, surmounted with a gilt globe, on which stands a colossal figure representing the Genius of Liberty. It was inaugurated in 1840, when the remains of the victims of 1830 were deposited beneath. Nearly all the combatants who fell in February, 1848, were interred here. This monument is generally considered one of the finest specimens of modern architecture. There is a very beautiful view from the top. The keepers generally expect a fee of about one franc.

The *Place de la Bourse*, surrounding the edifice of this name.

The *Place du Carrousel* extends from the Court of the Tuileries, on the west, to the Place of Napoleon III., on the east. This place derives its name from a tournament held here by Louis XIV. in 1662. It is separated from the Court of the Tuileries by an iron railing, before the central gate of which rises the *Arc de Triomphe du Carrousel*, erected by the order of Napoleon in 1806, under the direction of Percier and Fontaine, and after the model of the arch of Septimius Severus at Rome.

The *Place de la République*, formed by the meeting of the boulevards du Temple, Saint Martin, du Prince Eugène, de Magenta, and de la Rue du Temple, owed its name to a beautiful fountain called the *Château d'Eau*, prior to 1881.

Place du Châtelet was the site of the court of justice and prison of Paris during the Middle Ages. In the middle of the present square is a fountain, erected in 1808, the first monument raised in commemoration of the victories of the Republic and the Empire. On this place are two fine theatres, the *Lyrique* and the *Châtelet*.

Places, Statues, and Fountains.—*Place de la Bastille and Colonne de Juillet*, 1830.—The Bastille, which formerly stood here, and which gave its name to this place, after having been used for a number of years as fortress and state prison, was attacked and captured by the people on the 14th of July, 1789; the following year it was demolished by a decree of the National Convention, and part of the material employed in the construction of the Bridge de la Concorde. This is the entrance to the *Faubourg St. Antoine*, and on this spot the insurgents erected their strongest barricade in 1848. Here the good and much-beloved Archbishop of Paris, Denis Affre, was shot by the insurgents while using his efforts to stop the bloody conflict which had been going on for three days. He had obtained permission from General Cavaignac to go in person to try, by words of peace, to stop the frightful carnage which was going on. He was preceded by a young man bearing an olive-branch as a token of peace. As he approached, the

The *Place de la Concorde*, or *Place Louis XV*. On the spot where formerly stood the statue of that monarch the Obelisk of Luxor now stands. The great space which separates the garden from the Champs Elysées (a square of 750 feet long by 525 broad) composes this place, which, historically speaking, is one of the most noted in Paris. Here it was, in 1770, that, during the celebration of the nuptials of Louis XVI. and Marie Antoinette, in the midst of a panic caused by a discharge of fireworks, the carriages were driven among the people, and over 1200 persons were trampled to death. Here, also, took place the collision between the people and the soldiers, which was the signal for the destruction of the Bastille. On this spot stood, in 1793 and 1794, the dreadful guillotine, on which were executed Louis XVI., his unfortunate consort, Marie Antoinette, his sister, Madame Elizabeth, the Duke of Orleans, Robespierre, General Beauharnais, the Empress Josephine's first husband and grandfather of Napoleon III., and, in about a year and a half, over 2800 people. The Russians, Prussians, and Austrians were here reviewed in 1814, after the capture of Paris. At this place the insurrection of 1848 commenced; and it was here, also, that the Constitutional Assembly proclaimed the Constitution of the Republic in the same year. It assumed its present appearance in 1770. After the Revolution it was named *Place de la Revolution*; in 1800, *Place de la Concorde*; in 1814, *Place Louis XVI.*; in 1852, *Place de la Concorde* again.

In the centre of the place stands the *Obelisk of Luxor*, presented to the French government by Mohammed Ali, Pasha of Egypt. It weighs 500,000 pounds, is 72 feet 3 inches high, 7 feet 6 inches wide at the base, and 5 feet 7 inches at the top. It took three years to transport it from Thebes, and was erected on its present site at a cost of \$400,000. A plan of its transportation and erection may be seen in the Musée de la Marine in the Louvre. It formerly stood in front of the Temple of Thebes, and was erected by the great Sesostris 1500 years before Christ. Every side is covered with hieroglyphics. Around the square are eight colossal statues representing the principal cities of France. On either side of the obelisk stand two beautiful fountains, the one dedicated to mari-

time, the other to fluvial navigation. The basins are fifty feet in diameter. Colossal figures surround the base, separated by spouting dolphins, winged children, and spouting swans.

Place Dauphine, formed in 1608, and named after the Dauphin, afterward Louis XIII. In the centre is a fountain erected in 1803 in honor of Desaix, who fell at the battle of Marengo. The fountain bears the bust of Desaix, represented as being crowned with laurel by a figure of France.

The *Place of the Arc de Triomphe de l'Etoile*, which is the beginning of twelve boulevards, all running in different directions. In the centre rises the *Arc de Triomphe de l'Etoile*, which opens into the Bois de Boulogne. This colossal monument was erected to celebrate the victories of the French under the Republic and Empire. It owes its existence to Napoleon I., who decreed its erection in 1806, in which year the corner-stone was laid. Its noble and majestic simplicity renders it worthy of the hero who commanded its execution. It is the largest triumphal arch in Europe, being 152 feet high, 137 feet broad, and 68 feet deep; the height of the principal arch is 90 feet: its cost was about \$2,100,000, and was thirty years in completing, being finished in 1836. There are two principal groups of statuary on each front, which faces the avenue Champs Elysée on one side and the Bridge of Neuilly on the other; these groups are thirty-six feet high, and the figures eighteen feet. The right-side group toward Paris represents the departure for the defense of the country; the Genius of War encouraging warriors to action. The left group represents the victories of 1810: Napoleon I. stands in a dignified attitude, while Victory places the crown upon his brow; Fame surmounts the whole, while History is occupied recording his deeds; a foreign soldier is in chains, and his arm suspended to a tree. On the façade looking toward the west, the right group represents "*Resistance*:" a young man, guided by a Genius flitting over his head, and surrounded by his father and his wife holding a dead child in her arms, rushes to the defense of his country; a warrior is falling from his horse, and the Genius is encouraging them to action. The group on the left represents "*Peace*:" a warrior, sheathing his

sword, stands between his wife and children, while another is taming a bull for the purpose of agriculture; and the Genius of Peace, crowned with laurels, sheds over them her protecting influence. The last two are by M. Etex, who received for the work \$30,000. Above the arch, on the northern side, is the Battle of Austerlitz, by M. Jeether; and on the southern side, the Battle of Jemmappes, by Marochetti. These sculptures are considered superior to any thing that has ever originated in France. The alto relievo on the western front is, on the northern side, the Taking of Alexandria, by Chaponnière; that on the southern side, the Passage of the Bridge of Arcola, by Feuchère. The alto relievo on the eastern façade is, that of the southern compartment representing the surrender of Mustapha Pacha at the Battle of Aboukir, by M. Seuvre; that of the northern, the death of General Marceau, by M. Lemaire. The frieze surrounding the whole is the work of several artists; it is equally divided: one half (the eastern and half the northern and southern fronts) represents the departure of the armies for Italy; the deputies of the nation are grouped round the altar of the country, distributing flags to the troops. On the corresponding half of the frieze we see the return of the victorious armies, offering the fruit of their victories to regenerated France. Nearly all the figures are portraits. The interior is ascended by winding staircases, which lead into several large halls. In one of the vaults is the following inscription: "*Ce monument commencé en 1806, en l'honneur de la Grande Armée, longtemps interrompu, continué en 1836 avec une dédicace nouvelle, a été achevé en 1836. . . . qui l'a consacré à la gloire des Armées Françaises.*" After mounting 261 steps we arrive at the top, from which we have one of the best views of Paris on one side, and the Bois or Park of Boulogne, which we now enter, on the other. The building is open every day: a fee of half a franc to the custodian is sufficient.

The *Place de Grève*, reserved formerly for executions, has been the theatre of the most moving scenes in the Revolutions of 1789, 1830, and 1848.

The *Place Louvois* or *Richelieu*, situated in the middle of the Rue Richelieu, opposite the national library, incloses a square. In

the midst is a fountain with four statues in bronze of the *Seine*, the *Loire*, the *Garonne*, and the *Saône*, by Mr. Klagmann.

Place du Palais Bourbon.—In the centre is a marble statue by Feuchères, representing Law. There is a pedestal in front on which a statue of Louis XVIII. was to be placed, when the Revolution of 1830 broke out. In June, 1848, it was occupied by a colossal statue of the Republic in plaster.

The *Place du Panthéon* extends before the Church Sainte Geneviève.

Place Royale or *Place des Vosges*, was the site of the Palais des Tournelles. It was in this palace that Henry II., in tilting with the Count de Montgomeri, received a wound in the eye of which he died. In this place is an equestrian statue of Louis XIII.

The *Place Voltaire* is ornamented by a colossal statue of the Prince Eugène, erected in 1863.

Place Vendôme.—In 1668, Louis XIV. erected this place on the site of the hotel belonging to the Duke of Vendôme, the illegitimate son of Henry IV. The form of the place is a perfect octagon, 420 by 450 feet. The buildings bordering on the square are very beautiful, and of Corinthian architecture. In the centre formerly stood an equestrian statue of Louis XIV.: this was demolished by the people during the first revolution, the base only being saved. In 1806 the Emperor Napoleon I. gave orders for the erection of a triumphal monument in honor of the success of the French armies. The column was of Tuscan order, and copied after Trajan's Pillar at Rome. Its height was 135 feet; in circumference at the base, 36 feet; the base was about 21 feet high, and 20 square, ascended by an entire winding staircase of 176 steps. The column was covered with bas-reliefs in bronze, composed of 276 plates, made out of 1200 pieces of cannon taken from the Russians and Austrians, representing the victories of the French armies in the German campaign of 1805. There were over 2000 figures of three feet high, and the metal used weighs about 360,000 lbs. The column was surmounted by a colossal bronze statue of Napoleon I., 11 feet high. The one familiar to Parisians, with the cocked hat and military surtout, was taken down in 1863; the hero last appeared in a Roman toga. His statue was

hurled to the ground in 1814; but France was not satisfied until a finer one was placed upon the summit. The whole cost was about \$300,000. During the time of the Commune this column was demolished, but it has lately been completely restored. The view obtained from here is very fine. The bronze of the column itself has been recast, most of the fragments having been returned by the persons into whose hands they had fallen. A large number of pieces were sold by the Communists to strangers and others desiring some memorial of the column; and the government, in order to regain the lost fragments, was obliged to declare that any person having a piece of the bronze, and not returning the same, would be subject to a month's imprisonment. The same statue, overthrown by the Communists May 16, 1871, was replaced upon the summit of the new column January 27, 1875.

To the northwest lies the magnificent church of the Madeleine, just described, presenting its fine range of Corinthian columns; to the southwest we perceive the upper part of the Obelisk of Luxor in Place de la Concorde, and far away westward, over the beautiful Champs Elysées, we see prominently over all other objects the celebrated Arc de Triomphe de l'Étoile. Nearly south, beyond the flowing Seine, we perceive the classic portico of the Chamber of Deputies, or Legislative Place; and in the distance, in the same direction, looms up, in all its majesty, the dome of the Hôtel des Invalides; and far to the southeast we see the dome of the Panthéon, the most elevated object in the city. Away to the east appear the tombs and monuments of Père la Chaise; while close at hand you have the gardens and palaces of the Tuileries and Louvre, also the Louvre and Gothic towers of Notre Dame; and in nearly the same direction, the *Place de la Bastille* and *Place du Trône*, both on Rue and Faubourg St. Antoine, which are a continuation of Rue Rivoli eastward.

The *Place du Trône* is ornamented with columns bearing statues of Saint Louis and Philippe Auguste.

Place des Victoires.—The buildings which surround this place date back to 1686, at which time a pedestrian statue of Louis XIV. was erected by the Duke de la Feuillade, who raised it at his own expense for the purpose of perpetuating his gratitude

to his king. It lasted until the Revolution of 1792, when it was destroyed by the people. In 1808 Bonaparte erected a statue to the memory of General Desaix, which was taken down and melted to form the statue of Henry IV., which now stands on Pont Neuf. In 1822 the present splendid equestrian statue of Louis XIV. was placed here; he is represented as a Roman emperor crowned with laurels; it was designed by Bosio, and weighs 16,000 lbs.

The *Porte Saint Denis* is an *arc de triomphe*, erected in 1672 in commemoration of the conquests of Louis XIV. in Germany.

The *Porte Saint Martin* was erected in 1674, after the conquest of the Franche-Comté.

The *Statue of Marshal Ney*, modeled by Rude, was erected in 1853 on the crossway of the Observatory, on the spot where the marshal was shot.

The *Equestrian Statue of Henry IV.*, on the Pont Neuf, is the work of Lemot.

The *Fontaine de l'Arbre Sec* was constructed in 1775 by Soufflot, at the angle formed by the Rue de l'Arbre Sec and the Rue Saint Honoré.

The *Fontaine de la Rue de Grenelle* is one of the most beautiful in Paris.

The *Fontaine des Innocents* was erected in 1788 in the middle of the former market of the Innocents, but has since been restored and placed in a square.

The *Fontaine Molière*, constructed in 1844 by Visconti, at the corner of the Rue Molière and the Rue Richelieu. There is a statue of Molière in the centre.

The *Garden of the Tuileries* was, under Louis XIII., separated from the palace by a street called Rue des Tuileries. Louis XIV. gave orders for having it remodeled, and Le Nostre produced the chef-d'œuvre we now see.

The garden is 2250 feet in length and 1000 in width; it has two terraces, which form its northern and southern boundaries, running the whole length of the garden: the centre or principal avenue is skirted with groves of splendid chestnut, elm, palm, and lime trees. Immediately in front of the palace is the *private garden*, which used to be accessible only when the court was out of town. It is beautifully laid out with shrubs and flowers, and adorned with statues: some are copies of the old masters, and many originals. In the centre of the

garden is the *great alley*, over 2000 feet in length, in the axis of which is a vast basin, from whence the water gracefully spouts to the height of thirty feet. The garden contains many fine marble and bronze statues, among which is the celebrated antique group of Laocoon in bronze, taken from the original in the Vatican at Rome; Time carrying away Truth; the Rape of Cybele by Saturn; Apollo Belvidere in bronze. The entrance to the private garden from the Seine is adorned by two bronze lions. As you go toward the west you ascend a flight of steps, which leads to the terrace overlooking the Place de la Concorde: here you have an excellent view, not only of the public and private garden, but of the Place de la Concorde and Champs Elysées. The garden, during the cool hours of summer and sunny hours of winter, is filled with all the gayest of the society of the capital, as well as a sprinkling of old men, nurses, and children. A large quantity of chairs are strewed over the garden, which may be hired for two or three sous each. The whole is interspersed with magnificent statues in marble and bronze, and elegant marble vases.

Looking west, you see *Place de la Concorde*, farther on the *Champs Elysées*, at the end of the avenue *Champs Elysées* the *Arc de Triomphe* opening into the Bois de Boulogne. There is no view in the world to equal it. We will suppose the traveler intends to devote one day to the four places—the Garden, *Place de la Concorde*, *Champs Elysées*, and *Bois de Boulogne*; after he has “done” the two former on foot, he had better take a voiture for the two latter.

Garden of the Luxembourg.—This garden is one of the most beautiful in Paris, and is profusely decorated with statues by the best Parisian masters. It is about 3000 feet long by 2000 wide. Nine gates afford access to this beautiful garden, which was first planted by Desbrosses at the time of the erection of the palace. Gratuitous lectures are here given by Mr. Hardy, the head gardener, on grafting, pruning, and rearing of bees. It is open to the public from daylight until dark.

Champs Elysées.—It is very difficult to give any description of this delightful spot that would be at all adequate to the occasion. It is nearly 200 years since the

grand avenue was formed. Maria de Medicis purchased nearly all the ground, since which time it has been continually improving. It was formerly called *Le Grand Cours*, but now *Avenue des Champs Elysées*. Its length is over $1\frac{1}{2}$ miles, terminating at the triumphal arch de l’Etoile, half way between which and Place de la Concorde is *Rond Point*: it is a circular space, with six elegant lateral fountains. The avenue has foot-pavements twelve feet wide, laid in bitumen. All the avenues are planted with magnificent trees, and bordered by walks of the most agreeable aspect. Cast-iron lamp-posts are placed along the edge of the walks, and the effect of the lamps when lighted is truly splendid. In fine weather the *Champs Elysées* is the favorite spot for all classes; continually, from morning till night, are circulating a multitude of sumptuous equipages going to and coming from the Bois de Boulogne; while on every side we see beautiful groves surrounding the *Cirque de l’Impératrice*, the *Château des Fleurs*, or *Jardin Mabille*; handsome coffee-houses, restaurants, concert-rooms, elegant fountains surrounded with flower-beds; and when all is lighted up by the thousand lamps, the scene is truly seductive; but on “fête” or holidays, when such an illumination takes place as that which followed the entrance of the “troops from Italy,” the scene is beyond description. When every building is transformed into a palace of fire, and every tree into a pyramid of lights; when the brilliancy of coloring disputes with the elegance of decoration, it is enchanting indeed.

Bois de Boulogne.—The *Avenue du Bois de Boulogne* extends from the Triumphal Arch to the nearest entrance to the park. This is a magnificent avenue, 1300 yds. long and 100 wide. The gate through which we pass is called *Porte Dauphine*, which ushers us into the most splendid park in the world. There is nothing in Europe that can at all compare with it; every thing that wealth, taste, and art combined could do for it, has been done, to add to the natural beauties of this spot. It is now, like Hyde Park at London, the most fashionable promenade or drive.

After the capitulation of 1815, Wellington, with the British troops, encamped in this wood, since which time it has con-

tinually been improving. It has assumed an entirely different appearance since the year 1852. Its extent is immense, being over four miles long by about two wide; contains two artificial lakes, encompassing two beautiful islands, from which a delightful view is obtained. The most splendid equipages and finest horses of the capital are seen entering the carriage-road which winds around the lakes a distance of five miles. On the largest island is a beautiful Swiss cottage, which affords excellent refreshments to the hungry and thirsty. You will also find them peering out of clumps of trees in many portions of the park. The Bois suffered much during the late siege, many of the trees having been cut down.

Included within the "Bois" is the *Hippodrome de Longchamps*, a race-course containing 150 acres, and granted by the city to the Jockey Club of Paris for 50 years. The club has agreed to devote the net proceeds arising from the letting of places to increasing the stakes to be run for at the government autumn races. The Hippodrome is reached by the splendid *Allée de Longchamps*, through which the annual *Promenade de Longchamps*, which takes place in Paris on Wednesday, Thursday, and Friday of Passion Week, passes. There are various ways of reaching the Hippodrome: there are steamers running from the Pont de la Concorde, omnibuses to Neuilly, and railway to Suresnes. The course is one of the best in the country, and all the buildings display a style of elegant rural architecture. On either side of the late emperor's pavilion, which is beautifully fitted up, are two stands or *tribunes*, the whole protected by an awning resting on cast-iron pillars, and surmounted by a gabled roof. All the different stands are divided into compartments for the members. The course commands a splendid view of the "Bois," near which is Mr. Rothschild's beautiful villa.

Near the Hippodrome, and at the termination of the *Allée Longchamps*, is situated the *Cascade Longchamps*, a favorite place of resort for all strangers—a craggy, artificial mound forty feet high and one hundred and eighty wide. Through the body of the mound a large current of water issues, and falls into a basin bordered with rock. There are two small streams winding their

way through different courses. An intricate passage leads to the top, where is situated the lake from which the cascade is fed. The resemblance to the works of nature is so exact that one is cheated into the belief that the art of man has added nothing to its native beauties; but, apart from the forest growth that stretches out on every hand, the whole of it is the work of man. Every portion is under the eyes and hands of skillful landscape gardeners. The roads are most beautifully graded; the paths diverging from the main avenues in most graceful curves; the winding ways ornamented with arbors, bowers, and shrubbery. Adjoining the cascade is a *first-class restaurant*, whose splendid breakfasts and dinners are served *a la carte*, the resort of the "high life" of Paris. Dozens of wedding breakfasts are ordered here on Saturday mornings.

We now strike into the *Allée Longchamps*, and on reaching the point where it crosses the *Allée de la Reine Marguerite*, strike into a carriage-way to the right, which leads to the *Pré Catelan*, about the centre of the park. This is a public garden, frequented by the most respectable people of Paris. It is finely laid out in groves, pavilions, Swiss cottages, grass-plots, shady walks—a beautiful combination of sylvan, rustic, and garden scenery.

An afternoon visit should be made to the *Jardin d'Acclimation*, reached by pony tramway in 10 minutes from the Porte Maillot; it is the paradise of Paris children. Plants, conservatories, restaurants, elephant and ostrich rides, seals, dogs, parrots, monkeys, and other attractions present themselves in quick succession. The *Croix Catelan* was erected by Philippe le Bel, in the 14th century, in memory of a troubadour of that name whom he had invited to Paris, and who was murdered in this wood by the escort the king had sent to guard him from robbers. He inadvertently mentioned to them that he was the bearer of great treasures to the king. They immediately resolved to murder him, and executed their diabolical purpose on the spot. On searching him, they found to their mortification that the treasure spoken of consisted in a few bottles of very valuable essences. After their return to the palace, they stated that he had failed to come. The wood was searched, and his body found; and one of the murderers have

ing scented his hair with the essence, led to the arrest of the whole party. They confessed the crime, and were executed at the stake. The monument is in good repair, considering its age. In 1865 a beautiful skating-pond, with pavilions, was constructed in the "Bois," where the *élite* of Paris assemble during the skating season. Close by the *Porte de la Muette* is the Passy Artesian Well.

Returning through the Avenue de Longchamps, opposite the *Porte Maillot*, one of the principal entrances to the Bois de Boulogne, is the chapel of *St. Ferdinand*, the scene of the melancholy death of the Duke of Orleans, eldest son of Louis Philippe, in 1842. The duke was on his way to the camp of St. Omar in a light, open carriage, when the horses became unmanageable, the postillion not being able to hold them. The duke endeavored to get out of the carriage; but his feet having become entangled in his cloak, he was thrown to the ground, and his head dreadfully fractured. He was conveyed to the house of a grocer, where, at 7 o'clock the same day, he breathed his last. An elegant chapel was erected on the spot, 50 feet long by 20 high, in the Gothic style. The windows are of beautiful stained glass, three of them representing Faith, Hope, and Charity. The rest represent the patron saints of the different members of the royal family. On the high altar is a "*Descent from the Cross*" in marble. On the left is an altar consecrated to St. Ferdinand, and on the right is the group representing the prince on his death-bed; part of the group was the work of his deceased sister, the Princess Maria. Descending a few steps behind the altar of the Virgin, you enter the very room in which the prince died. Opposite the door is a beautiful picture representing the death-bed scene; the figures are the size of life. Among the persons represented are his father and mother, his brothers, the Dukes of Montpensier and Anjou (Prince de Joinville was then at Naples), the Princess Clementine, Marshals Gerard and Soult; his wife, the Duchess of Orleans, was absent at Ragères. Service is performed, and the officiating priest resides in one of the rooms of the chapel.

There are two clocks here, one representing the time the duke fell (10 minutes to 12), the other the time of his death (10

minutes past 4). In the centre of the court is a cedar-tree brought from Mount Lebanon, in Syria, by the late duke, and transplanted here by his son, the Count de Paris. It is surrounded by cypress-trees. A fee of a franc for a party is generally given to the custodian. The chapel closes at 4 o'clock P.M.

Churches of Paris.—We shall now give the names of the principal churches of Paris, with a superficial description of each, as it would be beyond the limits of this volume to enter into particulars. We shall commence the list with one of the most important monuments of the capital, the metropolitan church of *Notre Dame*. The foundation of the present church was laid in 1160 by Alexander III., Pope of Rome, who had at this time taken refuge in France, although a church dedicated to St. Stephen had been built on the site of the present cathedral as early as the time of Valentinian I. (A.D. 365). The west front was finished during the reign of Philip Augustus, 1223; and the southern transept during the reign of St. Louis, 1267. The whole was finished in the year 1420, being nearly 300 years after its commencement. This cathedral suffered much at the hands of the mob during the Revolution, but was completely repaired preparatory to the coronation of Napoleon I., and also at the Restoration. The beautiful façade is surmounted by two large square towers 80 feet high, which are ascended by a staircase in the northern tower. One of the best views of Paris may be obtained from these towers. In the southern one is the famous "*Bourdon*" bell, which weighs 32,000 pounds, and requires eight strong men to ring it, which event only takes place on very solemn occasions. The length of the church is 390 feet; height of the towers from the floor, 204 feet; width, 144 feet. The roof, rising 30 feet above the vaulting, is 356 feet long and 37 wide; it is entirely covered with lead, weighing over 400,000 pounds. The interior is magnificent. The arches have double entrances, and are separated by two ranges of pillars, surrounded on both sides with long galleries embellished with columns. Behind the high altar, which is very magnificent, stands Coustou's celebrated marble group, the *Descent from the Cross*. The group consists of four figures,

the mother, the Savior, and two angels. The expression given to the face of the Savior is peculiarly noble and touching. Some of the pictures in the interior of the choir are considered very fine. In the chapel of the Virgin there is a fine statue of the Mother of the Savior, by Raggi. In one of the chapels behind the choir there is a fine monument, erected to Cardinal de Belloy, archbishop of Paris. There are a number of excellent works written on the Cathedral of Notre Dame, any of which would well repay perusal. Michelet's History of France or Victor Hugo's Notre Dame are the best. On the southern side of Notre Dame stands the Fountain Notre Dame, erected on the site of the archbishop's palace, which was sacked by the populace in the Revolution of 1830. It was finished in 1845. The structure is in the Gothic style, and is 60 feet high; has two basins, the larger being 33 feet in diameter.

Church of Saint Roch.—This church is considered as belonging to the richest parish in Paris, the worshipers here being the most fashionable and wealthy. It was commenced in 1653, the corner-stone having been laid by Anne of Austria and her son, Louis XIV., but was not finished until a century later. The façade consists of two ranges of Corinthian and Doric columns, standing on a platform, which is approached by a flight of steps. The columns are surrounded by a pediment and cross; the platform, which extends the whole breadth of the church, 184 feet, has been the scene of many historical events of great importance. From here the unfortunate Marie Antoinette was led to execution; here it was that Bonaparte leveled his cannon on the mob during the Directory; here the stand was made by the people against the troops of Charles X. The doors of this church were forced open at different times by the populace, for the purpose of interring the bodies of Mles. Chamerois, Duchenois, and Rancourt in the body of the church. They belonged to the stage, and the clergy opposed their burial here; but the people insisted, broke down the doors, and carried their point. The interior architecture of the church is entirely Doric; its length is 409 feet, and is most profusely decorated; is rich in sculpture and paintings. The pictures most worthy of remark

are the *Resurrection of Lazarus*, by Vieri; *The Savior driving the Money-changers from the Temple*; his *Blessing the Infants*; his *Delivering the Keys to Saint Peter*. There is a beautiful piece of sculpture, the *Infant Jesus in the Manger*; also the *Baptism of Christ*. Standing in the fifth chapel is a beautiful monument, erected to the Abbé de l'Épée by the deaf and dumb pupils of the institution which he founded. The singing here has always been superior to that of any other church in Paris. An elegant tribune was fitted up here for the use of the empress. Saint Roch is situated on the Rue St. Honoré, No. 290.

The *Madeleine*, situated on the Boulevard de la Madeleine. This magnificent edifice was commenced under the reign of Louis XV., in 1764. The breaking out of the Revolution of 1789 suspended the work. In the year 1809, Napoleon I. formed the project of transforming it into a temple of glory; but the other disastrous events of 1813, ending with his abdication, interrupted its progress. In 1815 Louis XVIII. ordered it to be converted into a chapel in honor of Louis XVI. and his consort Marie Antoinette. The Revolution of July prevented this being carried into effect. Under the reign of Louis Philippe this proud specimen of modern architecture was completed. The original designs were by Constant d'Ivry, but it was completed under the direction of MM. Huvé and Vignon. The building and columns stand on a platform 328 feet long by 138 broad, and is approached by a flight of steps extending the whole length of the façade. It is surrounded by 52 Corinthian columns, 49 feet high, and $5\frac{1}{2}$ diameter at the base. The entablature is enriched with elegant sculpture. The roof is entirely of iron and copper; in fact, there is no wood employed in the construction of the edifice. The doors are of bronze, and are the largest in the world, next to St. Peter's at Rome. In the walls are niches containing statues of 32 different subjects. The interior is handsomely decorated with sculpture, gilt, and marble. The paintings have been executed by artists of the greatest merit. The church is lighted by three cupolas, resting on arches supported by fluted Corinthian columns. Around the choir are numerous chapels, each of which contains a statue of

its patron saint. The high altar is beautifully sculptured by Marochetti. The principal group represents the Magdalen borne to Heaven on the wings of angels. The principal painting on the ceiling is by Zeigler, and represents the establishment and progress of Christianity since the death of the Savior. The Magdalen is borne before the throne of God, surrounded by a vast multitude of mortals who were instrumental in propagating the Christian religion, among which are Constantine, St. Louis, Peter the Hermit, Richard Cœur de Lion, Godfrey de Bouillon, Dandolo, "the blind old Doge of Venice," Clotilde, queen of France, Joan of Arc, Raphael, Michael Angelo, Louis XIII., and Richelieu. The last group is Napoleon receiving the imperial crown from Pope Pius VII. The whole cost of this magnificent structure was about \$2,500,000.

Proceeding eastward, along Boulevard de la Madeleine, we arrive at *Rue de la Paix*, on the right, which runs from the Boulevard des Capucines to Place Vendôme. The continuation of this street is Rue Castiglione, which brings you out on Rue Rivoli, opposite the garden of the Tuileries. On Rue de la Paix are situated the principal jewelry shops of Paris.

Church of Notre Dame de Lorette.—This church was commenced in 1823 and finished in 1837. Mr. Lebas was its architect. If not the richest, it is the most sumptuously ornamented church in Paris; in fact, it more resembles a museum than a place of worship. It is situated in an elegant and gay quarter of the city, and is mostly visited by persons whose principal motive in going there seems to be the display of their attire. Its length is 204 feet by 96 wide. The portico consists of four Corinthian columns, supporting a pediment, over which are the figures of Faith, Hope, and Charity. From the Rue Montmartre it much resembles a Roman temple. The spaces between the windows of the interior are paint-

ed in fresco, illustrating the life of the Virgin. The high altar is supported by Corinthian columns, with bronze bases and capitals. The choir is fitted up in stalls, the dome of which is decorated with figures of the four Evangelists, by Delorme, and the wall by Heim and Drilling—the *Presentation in the Temple*, and *Jesus in the Temple*. Near the entrance is a beautiful bas-relief of the Virgin and infant Christ, adored by angels. Many strangers visit this church for the purpose of listening to the singing, which is remarkably good.

Church of St. Eustache.—This is a bold and majestic edifice, but there is little uniformity existing in its style of architecture, which is partly owing to the length of time clapsing between its commencement and completion (over 200 years). The interior of the church, which is of a cruciform shape, is beautifully sculptured. The roof of the nave is supported by ten columns of more than 100 feet in height. The stained-glass windows produce a very good effect. There is a beautiful organ over the entrance, which cost some \$14,000. The high altar is of pure white marble, and beautifully sculptured. There are a large number of very beautiful paintings in this church.

Church of St. Germain l'Auxerrois, in front of the colonnade of the old Louvre, founded on this spot by Childebert; pillaged and devastated by the Normans in 886. During the residence of the royal family in the Louvre it was always considered the royal parish church. King Robert rebuilt it in 998; it was again rebuilt by Charles VII. in 1427. During the Revolution of 1831, while the funeral services were being performed in commemoration of the Duke de Berri, a tumult arose in the church, and it was completely devastated; the mob was with great difficulty prevented from tearing it down. The whole of the decorations of this church are grand and majestic, its works of art chaste and numerous. It was from the belfry of this church the fatal signal was given for the commencement of the horrible massacre of St. Barthélemy.

Church of St. Sulpice, in Place St. Sulpice.—The corner-stone of this magnificent church was laid by Anne of Austria in the year 1645, but it was not completed until the year 1745. The portico, which is uni-

versally admired, is composed of a double range of Doric columns 40 feet high. The entrances are approached by a flight of steps, intersected by double columns supporting a gallery and colonnade of the Ionic order. Two towers surmount the edifice; the one 210 feet high, the other 174. They are also of different forms, the Archbishop of Paris refusing to allow two towers of the same description on any but the metropolitan church. On the northern and highest tower is the telegraph corresponding with Strasburg, and on the southern is that for Italy. This splendid structure is 432 feet long, 174 broad, and 95 high. The principal entrance is flanked with statues of Saints Peter and Paul. The interior decorations of St. Sulpice are in perfect keeping with its exterior beauty. The organ is most magnificently carved, and is considered the finest in Paris. It represents King David and fifteen other figures playing on musical instruments or bearing cornucopias. The church contains 22 beautiful chapels, wherein are many fine paintings. The principal is the Lady Chapel behind the choir. It is incusted with white marble, and decorated with most magnificent gilding and sculpture. The dome is painted in fresco, representing the Ascension, and the walls the Annunciation, Visitation, Birth, and Presentation. A meridian line possessing the twelve signs of the zodiac has been traced on the pavement of the transept. It is continued along an obelisk of white marble. Its object is to fix the spring equinox. In front of the church is the *Fountain of St. Sulpice*, erected by order of Napoleon I., around which a flower-market is held on Mondays and Thursdays.

Church du Val de Grâce and Hôpital Militaire, in Rue St. Jacques.—This church was formerly a convent for nuns, which was founded by Anne of Austria in 1621. Having been married to Louis XIII. thirty-two years without issue, she made a vow that if her desire to give an heir to the throne of France should be realized, she would build a church at Val de Grâce. She afterward gave birth to Louis XIV. In 1645 the first stone of the church was laid with great pomp. In the court is the bronze statue of Baron Larrey, Napoleon I.'s surgeon-in-chief, to whom he left \$20,000. He is represented leaning against a gun,

and in his right hand he holds the will of Napoleon, opened at the words, "*I leave 100,000 fr. to Surgeon-in-Chief Larrey, the most virtuous man I know.*" The principal porch is ascended by a flight of sixteen steps, and is composed of eight Corinthian columns. There are few churches in Paris possessing so lofty a dome, or, in general, so fine an appearance. The interior of the dome represents Paradise, and was painted by Mignard. The figures are over 200 in number, and many of them seventeen feet in height. It is considered the finest fresco in the world. A small confessional near the high altar was the one used by Mademoiselle de la Vallière previous to her taking the vows. From windows in the passage adjoining may be seen the house she occupied at the time. The military attendant will show you the casket where the hearts of the Bourbon family were formerly preserved. Anne of Austria, having bequeathed her heart to this church, was the origin of the custom. The remains of Queen Henrietta, wife of Charles I., king of England, were deposited here. The church is adorned with frescoes and statues, the style of its decorations being purely Corinthian. Visitors are admitted every day. A small fee is expected by the military guide.

Church of St. Etienne du Mont.—This is one of the oldest churches in Paris, built in the reign of Clovis. It has been enlarged several times. Its stained-glass windows are deserving of particular notice. It contains many valuable works of art. The festival of St. Geneviève (who was originally buried here) takes place on the 3d of January, and the ceremonies which are performed then and for eight days afterward are very interesting. In 1857 the Archbishop of Paris was here assassinated by a priest in presence of an immense crowd. The murderer was condemned and executed twenty-seven days after. Its pictures and ornaments are very valuable. It has lately been repaired at a cost of \$400,000. Some of the greatest persons in France have been buried here; among others, Racine, Rollin, Lesueur, and Pascal.

Church of St. Vincent de Paul, Place Lafayette.—This beautiful church is entirely modern: the foundation stone was laid in 1824, and the whole structure completed in twenty years. The church is raised

about thirty feet above the level of the place, and is approached by two large flights of steps, flanked by elliptical carriage-ways. The exterior forms a parallelogram 243 feet by 108, and the interior 198 feet by 102. The portico is very beautiful, composed of double ranges of fluted Ionic columns, on each side of which rise two lofty square towers, connected with a balustrade, with statues of the four evangelists. A very fine view of Paris may be had from this spot. A beautiful gilt railing surrounds the principal front. The main door is of bronze, and represents in twelve niches the apostles accompanied by angels. The interior of the church is divided by four ranges of Ionic columns. There are eight different chapels in the side aisles. An arch sixty feet high, and richly sculptured, gives access to the choir, behind which is the Lady Chapel, containing a beautiful stained-glass window representing the Virgin and Savior. The wooden furniture of the church is richly carved, particularly the altar-piece and stalls of the choir. The cupola of the choir represents the Savior, with St. Vincent de Paul at his feet, surrounded by angels. The place in front of this church was the scene of a bloody conflict between the populace and soldiers in 1848.

Church of Notre Dame des Victoires, or des Petits Pères, in Place des Petits Pères.—Founded in 1629 by Louis XIII. There are several very richly-sculptured chapels, in one of which is the monument of Lulli, the celebrated composer. There are a number of very fine paintings in the choir. The order of architecture is Ionic. During the Revolution of 1789 this church was used as an exchange.

The Sainte Chapelle.—This splendid building was begun in 1245, under the reign of St. Louis. It is 139 feet high; its length 118 feet, and breadth 55 feet. The roof is surmounted by a lofty spire, 108 feet in height, richly gilt, and adorned at the base with statues of the twelve apostles, cast in zinc. The interior consists of a nave and semicircular choir, being 108 feet long by 34 feet wide. It is most beautifully painted in blue and red diagonals, diamonds, etc., interspersed with fleurs de lys. In the nave is a small door leading to a chamber called the *Oratoire de Louis IX.*, from which this mon-

arch attended mass by a small window looking into the nave. This church contains the crown of thorns, and a piece of the true cross, bought of Baldwin, emperor of Constantinople, by St. Louis. During the restoration of the church in 1842, a human heart was found under the altar inclosed in a coffer, which some antiquarians assert to be the heart of St. Louis.

The American Chapel, situated in the Rue de Berri, is built of stone, in the Gothic style. The interior is plain, but rich, and in excellent taste. The pulpit, choir, and pews are of solid oak, carved. The pews or sittings can be rented by the year, quarter, or month. The church is supported by pew-rents, contributions, and collections from residents and strangers. Divine service every Sunday at 11½ A.M. There is also an American Episcopal church in the Rue Bayard.

Palaces of the Tuileries and Louvre.—The palace of the Tuileries was set on fire (May 23d, 1871) and almost entirely destroyed at the fall of the Commune. The ruins were sold to a contractor for 76,000 frs., and razed to the ground in 1883. The following is a description of its former appearance.

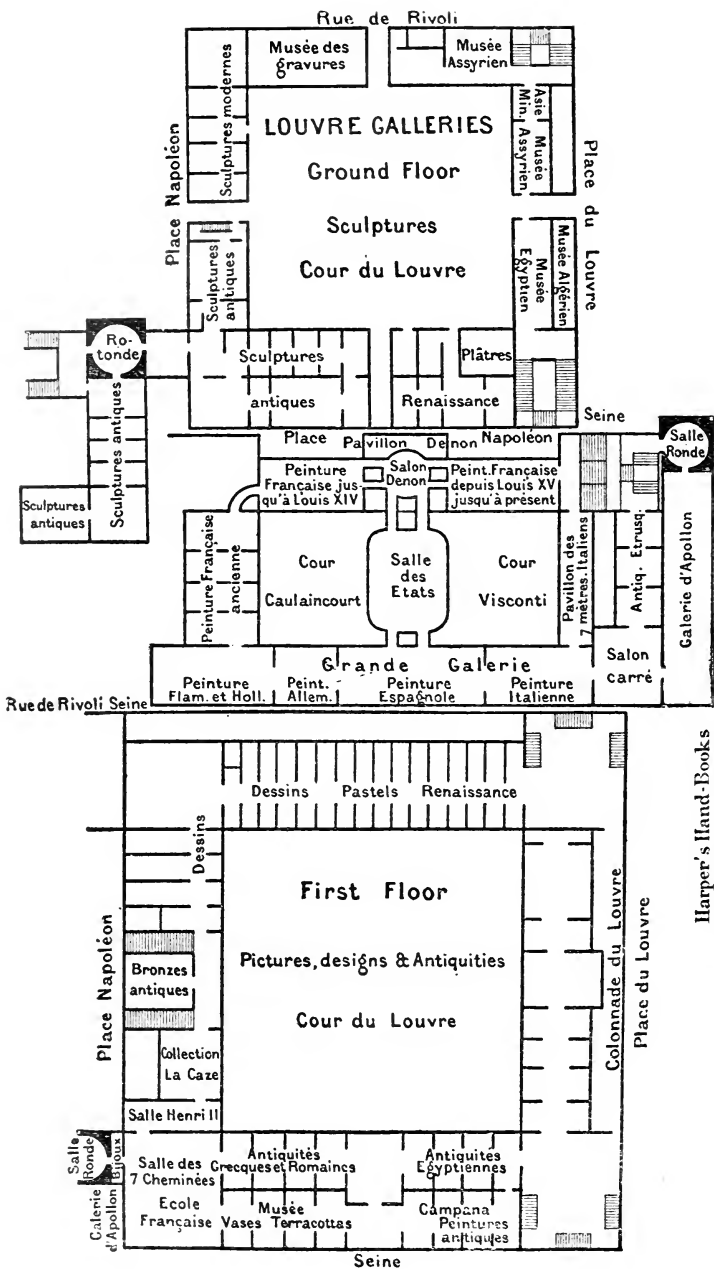
Napoleon I. conceived the design of connecting the Tuileries with the old Louvre, leaving it to his nephew to consummate that noble work. In 1848 the Provisional Government signed a decree to commence operations; but it was not until 1852 that the present emperor decreed five million dollars for the purpose. The name of Tuileries is derived from the fact that all the tiles (*tuiles*) used in Paris were formerly manufactured on its site. The celebrated personages who have inhabited this palace, and the political events that have occurred there, make it a most remarkable place, and one to which we should devote some little space. In 1564, that cruel and perfidious princess, Catharine de Medicis, purchased the ground and commenced the present palace. Philibert Delorme was the architect. It was much improved under Louis XIII. and XIV. Here, in 1572, the wicked founder of this palace gave a fête. A few days before the massacre of St. Barthélemy there was an allegorical representation, in which all the nobility, Catholics and Protestants, were actors. During the performance, the King

of Navarre and other Huguenots were prevented by Charles IX. and his brothers from entering Paradise; they were pushed into hell, and kept there some time. This was very significant, for four days after the horrible massacre took place, the whole having been arranged before the fête; and there, amid the charms of music and dancing, 100,000 souls were sent unprepared to meet their Maker. It is horrible to think that a woman could imagine and coolly prepare a ballet on the massacre, arranged beforehand, of part of the nation over which she reigned. Louis XIV. resided here until the completion of Versailles. It was then occupied by families of persons attached to the court until the return of Louis XIV. This palace is a landmark on every page of the revolutions of Paris. In June, 1792, the mob entered it; in August of the same year the Swiss Guard were murdered in it. It was the official residence of the First Consul; also of the imperial court. After the Restoration, King Charles X. and the royal family resided there. The mob entered it again in 1830, and drove out the king. It was the residence of Louis Philippe until the Revolution of 1848, when a party of rioters, in company with some loose girls, occupied the apartments for ten days. They turned the king's and queen's bedrooms into dining-rooms. Every thing they could lay their hands on they made subservient to their will, celebrating their orgies night and day in the most magnificent apartments of the palace. In 1849 it was occupied as a gallery for the exhibition of paintings. Under the Empire it was the city residence of the imperial family. The façade facing the garden of the Tuileries was about 1000 feet in length, running from Rue Rivoli to the Seine. The style of architecture is mixed. The first or lower floor columns are Ionic, the second Corinthian, the third Composite. At the extreme of this façade stood two lofty pavilions, with remarkably high roofs and chimneys. The one on Rue de Rivoli called *Pavillon Marsan*, the one toward the Seine *Pavillon de Flore*. Napoleon I. conceived the idea of uniting the palace of the Tuileries with that of the Louvre, which stood parallel with it at over one quarter of a mile distant; but political events transpired which prevented his car-

rying out his designs. It was left for Napoleon III. to finish this stupendous undertaking, and we see in what a remarkably short space of time this colossal work was completed. From the court behind the palace of the Tuileries we enter into the *Place du Carrousel*. It was here that Louis XIV. gave that splendid tournament in 1612, which was attended by guests from all parts of the civilized world. It was here also that Napoleon reviewed that magnificent but ill-fated army previous to their departure on the Russian campaign. There are four principal issues from this place, two on Rue de Rivoli and two on the Quai du Louvre. This place is separated from the court by an elegant railing, with three entrances; two are adorned with statues. Before the central one is the *Triumphal Arch* erected by Napoleon I. in 1806 at a cost of nearly \$300,000. During the first empire it was crowned by four antique horses from the Piazza St. Mark at Venice. They were restored by the Allies in 1815; and in 1828 the present chariot with four horses was executed by Bosio. *Interior of the Tuileries* was open to visitors, in the absence of the court, by permission from the adjutant-general of the palace. The following is the usual style of the letter to be written for permission to visit public palaces:

MONSIEUR LE MINISTRE (or M. le Directeur, according to the functions of the party addressed),—J'ose vous demander la faveur de m'accorder un permis pour visiter, moi et ma famille (insert the names of the places). J'ai l'honneur d'être, Monsieur, votre très humble serviteur (sign name and address).

If the writer does not receive an answer to this message within two or three days, he will do well to call at the proper office, or apply at the office of the hotel. The southern wing of the Tuileries was fitted up for the Empress Eugénie. These apartments were formerly occupied by Louis Philippe, Madame Adelaide, and the Prince and Princess de Joinville. The northern wing and Pavillon Marsan were occupied by the Duke and Duchess de Nemours, Duke and Duchess Montpensier, Duke and Duchess d'Aumale, Duke and Duchess of Orleans, and Count de Paris,



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PLAN OF THE LOUVRE.

and their attendants. The apartments of the empress, entered by the *Pavillon de Flore*, could not be visited by strangers, and the state apartments, as we before said, only in the absence of the emperor. The entrance to these apartments was up the *Escalier de la Chapelle*, which gave access to the antechamber. The antique ceiling of this apartment formerly decorated the sleeping-apartment of *La Reine Blanche*, and was brought from Vincennes. To the left of this apartment was the theatre, used as a supper-room on ball-nights, capable of accommodating 800 persons. Opposite this, on the ground floor, was the *state chapel*. Next in order stood the *Salle de la Paix*. This magnificent hall was used as a ball-room. Over the mantel-piece was a splendid equestrian portrait of the emperor, by Müller. In the hall was the silver statue of Peace, presented to Napoleon I. by the city of Paris after the treaty of Amiens. Next came the *Salle des Maréchaux*, the finest of the suite. This was also used as a ball-room on state occasions. The walls were gold and white—the furniture green silk, damask, and gold. The names of the great battles of Napoleon I. were inscribed over the gallery, and the busts of all his distinguished generals, and portraits of many of them, adorned the walls. The next apartment was the *Salle Blanche*, or card-room; the *Salon d'Apollon*, and then the *Salle du Trône*. The hangings were of dark red velvet, embroidered with gold; the carpet, of Gobelins manufacture, cost nearly \$100,000; the throne stood opposite the windows, over which was a canopy of red velvet, embroidered with bees in gold. Next was the *Salon Louis XIV.*, which contained the following pictures: Louis XIV. presenting his grandson, Philip V., to the grandees of Spain; his full-length portrait in his seventieth year; and also his portrait as a child, together with that of Anne of Austria and the Duke of Orleans. Next to this was the *Gallery de Dîner*, or dining-room on state occasions. Behind these were the private apartments of the emperor, but these were not shown. The ruins of the Tuileries were pulled down in 1883, and a 12 years' eyesore obliterated.

The *Old Louvre*, which had recently been connected with the Tuileries by the *New Louvre*, is considered, in an architectural

point of view, to be unequaled, especially the eastern front, by any building in the city. Its famous colonnade, known as the *Colonnade du Louvre*, is considered one of the chefs-d'œuvre of the age of Louis XIV., under whom it was erected. It is composed of 28 double Corinthian columns. The façade is 525 feet in length. The magnificent gateway in the centre produces a grand effect. The gates are of bronze, and were made by the order of Napoleon. On the site of the present palace formerly stood the hunting-seat of Dagobert. Under Philip Augustus there stood on the same spot a castle to defend the river, in the centre of which rose the famous *Tower of the Louvre*, which was used as a state prison, and several persons of rank were confined there under Charles VII. and Louis XI. Francis I. commenced the present buildings. It was from the southern window of the eastern front that Charles IX. fired on the victims of St. Barthélemy. Louis XIV. having been diverted from the Louvre to the building of Versailles, it remained unfinished until 1805, when Napoleon had it completed. The design of the palace is a perfect square, being over 500 feet on each side. Its court is one of the most beautifully decorated in Europe. The order of the four façades is principally Corinthian or Composite. It is brilliantly lighted at night with 24 bronze gas-lamps. This palace has been inhabited by many persons of great historic celebrity, among whom were Henry III., Henry IV., Louis XIII., Louis XIV., Charles IX., and Henrietta, widow of Charles I., of England. Part of the New Louvre is occupied as offices by the Counsel of State. Here is also the library of the Louvre, containing some 90,000 volumes. This was formerly the private library of Louis Philippe. Some idea of the extent of the palace may be had when we inform our readers that it covers over *sixty acres* of ground.

perb palm-trees, under which the guests of the house sit and read their papers, or partake of ices and other first-class refreshments. Situated in the centre of the capital, uniting all the innovations which have made the fortunes of the celebrated hotels of Switzerland and New York, the Grand Hôtel du Louvre holds the reputation (which is daily increasing) acquired by twenty-two years of excellent management. There is, therefore, nothing to say about the perfection of the service, the polite and intelligent *personnel*, such commodities as bath and hydrotherapeutic rooms, barber-saloons, the facility of uniting a number of rooms into one apartment, comfortably and elegantly arranged—thanks to the resources of a system of furnishing which realizes the most complete transformations with wonderful rapidity. All these excellent dispositions have been not only preserved, but improved, rejuvenated, submitted to the exigencies of the day and of fashion, of which the store and the Hôtel du Louvre may, from many points of view, be styled the palace. The Grand Hôtel du Louvre contains 700 rooms, thoroughly renovated since the acquisition of the estate by Messrs. Chauchard & Co. Two lifts rise to all the floors; also reached by wide staircases. Each story is divided, in its service, into three sections: the Palais Royal, the Rivoli, and the St. Honoré. Two hundred and fifty servants of each sex form the *personnel*. Strangers' servants are lodged in comfortable rooms. Cabs of the *grande* and the *petite remise* are constantly at the disposal of guests. Special omnibuses leave the hotel for all stations and all trains, and *vice versa*. Guides and interpreters, speaking all languages, are to be found in the inquiry-office. A post and telegraph office, as well as an exchange office, are in the hotel.

The Grand Hôtel du Louvre.—The court of honor of this hotel is a real winter-garden, surrounded by rhododendrons and tropical plants. Opposite the magnificent staircase of the court of honor extends a vast terrace, slightly elevated, and shaded by su-

passing through several hands, it was purchased by the government, and became a favorite residence of Napoleon I. During the occupation of Paris by the Allies it was inhabited by the Duke of Wellington and the Emperor of Russia. Napoleon again occupied it after his return from Elba, during his short second reign of one hundred days. It afterward came into the possession of the Duke de Berri, then of the Duke de Bordeaux. It was the residence of Napoleon III. while President of the Republic. The principal apartment in this palace is the *Salle des Souverains*. It was here Napoleon signed his abdication, and here also her majesty Queen Victoria and Prince Albert partook of an elegant collation in 1855. Some of the finest portraits in Paris adorn the walls of this saloon, among which are Frederick William IV. of Prussia, Victor Emanuel II., Queen Victoria, the Sultan of Turkey, Abdul Medjid, Isabella II. of Spain, Francis Joseph of Austria, and Ferdinand II. of Naples. Next to this is the favorite bedroom of the Emperor Napoleon I. After passing through the *Salle des Quatre Saisons* and the library, you are ushered into the apartment fitted up by Madame Murat for the reception of her husband after one of his campaigns, where in every battle fought he was victorious. It is fitted up as a tent, the ornaments being all of a warlike character. The Empress Marie Louise also occupied this room. The famous Ibrahim Pacha, viceroy of Egypt, was lodged here in 1846. Taken altogether, this palace is one of great historical interest. A fee of one or two francs is expected.

Palais de l'Élysée, at present the official residence of the President of the French Republic, was erected in 1718 for Count d'Evreux, after which it was purchased by Madame Pompadour, mistress of Louis XV. Its southern front faces the Champs Élysées, opposite the *Palais de l'Industrie*. After

in having his own productions performed. Louis XIV. was brought up in the palace, and so much was his education neglected that he hardly knew how to read and write at an advanced age. In 1781 the debts of its owner were so enormous that the buildings were turned into shops to augment his revenue. After the death of the Duke of Orleans in 1793, it was confiscated to the nation, and was then called the *Palais du Tribunat*. Under the Empire it resumed its original name, and the Prince Lucien resided here. In 1848 it was completely devastated by the mob; but in 1858 it underwent a complete repair preparatory to being occupied by Prince Napoleon and the Princess Clotilde. Visitors are not allowed to enter the private apartments. The garden of the palace is 700 feet long by 300 wide; has a beautiful fountain in the centre, and is planted with rows of lime-trees, and contains many very fine statues. It is the resort at all hours of politicians of all sorts and ranks, who congregate here for the purpose of comparing notes and reading the daily journals, which are hired here for one sou each. There is an arcade extending round the garden, under which are the most elegant shops in Paris, mostly occupied by watch-makers and jewelers. At the north end some of the finest cafés in the city are situated, such as *Véry's* and *Véfour's*. The best time to see this palace is in the evening, when the gardens and shops are brilliantly illuminated, and are filled with politicians and idlers. In some of the restaurants on the second floor dinners are served at two francs and upward. The southern front of the Palais Royal is on the *Place du Palais Royal*, which is bounded by the *Hôtel du Louvre* on the east, and the new *Palace of the Louvre* on the south. This portion of the building was set on fire and almost entirely destroyed by the Communists (May 24, 1871) at the entrance of the troops into Paris.

Palais du Luxembourg, directly south of the Louvre, on the other side of the Seine. Crossing the Pont des Arts, and up the Rue de Seine, we come to the Palace of the Luxembourg, built by Maria de Medicis. In the year 1612 she bequeathed it to her second son, the Duke of Orleans; it was then called Palais d'Orleans. It afterward passed through the hands of Duchess of Mont-

Palais Royal.—This is the most frequented of all the public edifices in Paris. It was erected by Cardinal Richelieu between the years 1620 and 1636, and was then called the *Palais Cardinal*. Richelieu presented it to Louis XIII., who, when he occupied it, changed its name to *Palais Royal*. On the death of Louis XIII., Anne of Austria, regent for the young king, removed to it. In 1692, Louis XIV. gave it to his nephew, Duke of Orleans, as part of his marriage portion, on the occasion of his union with Mlle. de Blois. It had a theatre capable of holding 3000 spectators. Here the cardinal took great pride

pensier, Duchess of Guise and Alençon, Louis XIV., then Duchess of Brunswick, then Madame d'Orleans, queen dowager of Spain, then Count of Provence, afterward king Louis XVIII. who occupied it up to 1791. In 1795 the sittings of the Directory were held here; it was afterward occupied by the Consul and Senate. In 1848 Louis Blanc resided and held his socialist meetings here. The palace forms a regular square. In the centre of the façade Rue de Tournon is a beautiful pavilion surmounted by a cupola and ornamented with statues. The front facing the garden presents three main buildings connected by two galleries, one of which is now decorated with the pictures of the first living artists. The *Salle du Sénat*, where the Senate holds its sittings is a semicircular hall of 90 feet in diameter; the seats gradually rise from the floor toward the wall. The ceiling is beautifully decorated with allegorical pictures of Patriotism, Wisdom, Justice, and Law. The *Salle du Trône* is a gorgeous saloon, magnificently sculptured and gilded. On a platform situated at the centre of the wall to the right stood the throne, ascended by four steps, covered with a canopy, and richly gilded. The principal pictures in this hall are by Hesse: Napoleon I. at the Invalides, Napoleon I. inspecting the forty Flags taken at Austerlitz. On the other side, the return of the Pope to Rome in 1849, Napoleon III. visiting the New Louvre, the Distribution of the Eagles in the Champ de Mars in 1852.

Adjoining the Salle du Trône is the *Cabinet de l'Empereur*, which contains two or three very good modern paintings: The marriage of Napoleon III. and the Empress Eugénie, Napoleon I. signing the Peace of Campo Formio, Napoleon III. returning from St. Cloud. The library of the palace is very complete, and contains over 40,000 volumes; it is not open to the public, but a stranger may obtain admission by producing his passport. In the bedchamber of Maria de Medicis, which is splendidly furnished, there are some fine works of art by Rubens, Poussin, and Philippe de Champagne. The chapel is small, but richly gilded, and contains some very good paintings. Back of the altar, in a very conspicuous place, is a painting by one of our countrymen, M. Simon White: the subject is the *Adoration of the Shepherds*.

The *Gallery of Modern Art*, which is entered at the southeastern pavilion in the court, was founded by order of Maria de Medicis, and formerly contained the 24 pictures by Rubens now in the Louvre, which allegorically represented the history of that queen. It now contains the finest works of living artists. It is unnecessary to give the name of any leading work of art in these rooms, as it is liable at any moment to be removed to the Louvre. As none but pictures of deceased artists are admitted there, and those of living artists here, they are liable to a removal to the Louvre ten years after the death of an artist. The officers of the Senate intimated to that body in 1880 that these pictures must be removed, all the room being required by that body.

The *Palace of the Chamber of Deputies*, formerly the Palace Bourbon, stands on the other side of the Seine. This palace was erected in 1722 by Louise, duchess dowager of Bourbon; it subsequently became the property of the Prince of Condé, who enlarged it at an expense of \$4,000,000. In 1795 it was selected for the meetings of the Council of "Five Hundred." During the first empire it was occupied by the Corps Legislatif. After the Restoration, it was again taken possession of by the Prince of Condé, and the part that had been occupied by the Corps Legislatif was appropriated to the use of the Chamber of Deputies. In 1848 the National Assembly took possession of it. The principal entrance, which is very elegant, is on Rue de l'Université; its lofty gateway is placed in the centre of a Corinthian colonnade, terminating with two fine pavilions. The palace has several courts, surrounded by handsome buildings, where reside the different officials of the Legislative Body. The façade, built in 1804, is remarkable for its majestic portico, ornamented with twelve Corinthian columns resting on a broad flight of thirty steps. The pediment is adorned with a large number of allegorical figures. At the foot of the steps are colossal statues of Prudence and Justice. It is now occupied in part by the President of the Chamber of Deputies.

After having passed through several rooms ornamented by statues and paint-

ings, we enter the *Legislative Hall*. It is semicircular, like the Hall of Representatives at Washington, except that there is no lobby behind the speaker's chair, which is situated in the centre of the semicircle. The seats rise rapidly in amphitheatre form to the back range, which rests against the wall at an elevation of ten feet. It is adorned with a colonnade and tribunes for the Corps Diplomatique and public. There are also trilunes erected for private use. February 24, 1848, while Louis Philippe was hastening toward St. Cloud, the Duchess of Orleans appeared in this hall with her two sons, the Count de Paris and Duke de Chartres, having traversed from the Tuileries on foot, and, taking a seat in an arm-chair, with her sons on either side, demanded through M. Dupin that her eldest son, the Count de Paris, be proclaimed King of the French under her own regency. M. Lamartine opposed it, wishing the discussion to be carried on without the presence of any of the members of the royal family. The tumult outside was now immense, and the duchess, with the Duchess of Montpensier and Nemours, tried to escape, but it was impossible. The duchess now attempted to speak, but was silenced by a crowd of armed men who now rushed in. During the *mêlée*, she and the princess made their escape to the *Hôtel des Invalides*, and next morning left Paris. The library of the palace contains 65,000 volumes; to obtain permission, apply to the secretary of the president. For those who wish to hear the debates, a pass will be given on application to your ambassador. The deposition of the late imperial dynasty was voted by the Republicans September 4, 1870.

Palais de l'Industrie, commenced in 1852, and completed in 1855; it was inaugurated May 15, 1855, by the opening of the Exhibition of Industry for all nations, and, during the 198 days it was open, over 22,000 persons entered it daily. It has been purchased by the government from the company who erected it, and is now used for agricultural shows, and the exhibition of the works of living artists. On either side of the eastern entrance stand two beautiful equestrian statues. The grounds around the palace are beautifully decorated with fountains, flower-beds, and grass-plots. The building is entirely constructed of

stone and iron, with a glass roof. Its length is nearly 700 feet, and width 170. The whole design of the interior is very simple.

The French *Salon*, an annual exhibition of the works of living artists, is held here in the spring, and the *Concours Hippique* (horse-show) later. The *Electricity Exhibition* was held late in 1881, at which Mr. Edison reaped the most honor.

Palais du Quai d'Orsay.—This magnificent edifice was begun during the reign of Napoleon I., but was not completed until the time of Louis Philippe. It was set on fire and destroyed at the fall of the Commune (May 24, 1871). The front, facing the Rue de Lille, contained the chief entrances of the Conseil d'État and the Cour des Comptes. The loss of the *Salle des Pas Perdus*, a large square apartment, in which four Doric columns, with spiral flutes, supported a gallery opening into a vestibule in the upper story, and the destruction of several valuable paintings, are much to be deplored.

Palais de la Légion d'Honneur was built in 1786, by the architect Rousseau, for the Prince of Salm, but was bought by the government in 1830. The entrance is in the form of a triumphal arch of Ionic order, flanked by a colonnade of the same kind. The front is decorated with six Corinthian columns, forming a portico, on which is an inscription, *Honneur et Patrie*. This palace, destroyed during the Commune, has been rebuilt by subscriptions from members of the Order of the Legion of Honor.

Hôtel des Affaires Etrangères, begun in 1845 by M. Guizot, fronting on the Quai d'Orsay. The façade is of the Doric and Ionic orders. The whole front is profusely sculptured. The offices of the ministry are on Rue de l'Université. Its whole cost was \$1,000,000.

Palais de l'Institut.—This building was constructed by the architects Lambert and Dorbay from the designs of Levan, according to the will of Cardinal Mazarin, and

was finished in 1662. It contains two distinct establishments, the *Bibliothèque Mazarine* and the *Institut de France*. The present library contains 120,000 printed volumes and 50,000 manuscripts. The library consists of an octagonal room with a large gallery turning at right angles, 136 feet by 24, and a third room, 54 feet by 24. The principal room, in which the students are accommodated, was the site of the famous Tour de Nesle. The room contains several busts in marble and in bronze, among others those of Mazarin and Racine; here also is an inkstand of the great Condé.

The Institut.—The western pavilion leads to the grand hall, which is fitted up with benches forming a semicircle, in front of which are placed the seats and bureaux of the president, secretaries, etc. In this hall are marble statues of Bossuet, Descartes, Fénelon, and Tully. The *Bibliothèque de l'Institut* contains about 60,000 volumes, among which are many valuable Oriental works. In the library is the celebrated marble statue of Voltaire by Pigalle. The *Salle des Séances* is adorned by statues of Racine, Corneille, Molière, Lafontaine, Puygnet, and Poussin. Along the walls there are benches for the public, those in the centre being reserved for reporters. To obtain tickets of admission to the annual meetings, the application should be made at least one month beforehand.

Hôtel de Ville. Burned during the Commune; rebuilt in 1882-3. It was erected for the accommodation of the municipality of Paris at a cost of over \$3,000,000. It was commenced in 1533, and completed in 1695. The Hôtel de Ville possesses great interest on account of the numerous historical events of which it has been the theatre. Here was to be seen the window from which Lafayette presented Louis Philippe to the people; the room, also, in which Louis XVI. spoke to the populace crowned with the cap of liberty; the room where Robespierre held his council; also the one in which he attempted to commit suicide. One of the three courts that comprised this edifice was

approached by a broad flight of steps. On these steps M. de Lamartine, in the most courageous and heroic manner, declared to the infuriated mob that, as long as he lived, the red flag should not be the flag of France. The edifice was surmounted by a belfry, in which the town clock was placed. It was lighted at night. The *Salle du Trône* and state apartments were very magnificent. The *Grand Galerie des Fêtes*, situated in the eastern wing, where all the city fêtes are given, was beautiful beyond description. Communicating with this saloon was a gallery, whence guests could witness the magic scene below. It was in this room the ball was given in honor of the visit of Queen Victoria and Prince Albert in 1855; also to Victor Emmanuel in 1855, and to the Grand-Duke Constantine in 1857. Over 7000 persons have been admitted to a city ball, the circuit of rooms thrown open to the public being over half a mile. In addition to the state apartments, there were nearly 600 rooms in the hotel occupied by officers and clerks. The *new* building, of which the *façades* much resemble the old one, is a most imposing pile, surmounted and adorned by gilded statues and a belfry, of which the largest bell weighs 5000 lbs. The entrance and the *grande galerie des fêtes* are most beautiful. The building was formally inaugurated on July 14, 1882, by the President and the Municipal Council; it will not be finished before June, 1883.

The Banque de France, in the Rue de la Vrillière, was founded in 1803, and since the year 1848 it is the only bank allowed to issue notes. The capital of the bank is 182,500,000 fr. The building was formerly the hotel of the Duke de la Vrillière, but during the Revolution it was occupied by the descendants of the Count de Toulouse, one of whom was the Princesse de Lamballe. Many of the original paintings and decorations remain in the rooms. The vaults are of enormous extent, and on any alarm of fire or robbery they can instantly be flooded.

La Bourse, or the Exchange.—This superb structure, which is built in the same style as the Madeleine, was erected on the site of the Convent des Filles St. Thomas, Rue Vivienne. It was commenced in 1808, and finished in 1826. Its length is 212 feet by 126; the principal façade is ap-

proached by a flight of steps, which extend the whole length of the western front. The building is surrounded by 66 Corinthian columns, supporting an entablature and attic. There are four statues placed at the corners of the edifice, representing Commerce, Industry, Agriculture, and Navigation. The hall, called the *Salle de Bourse*, is 116 feet long by 76 broad: here the merchants and stock-brokers meet from 12 to 3 o'clock to negotiate the sale of stocks, and from 3 to 5½ P.M. for other business. The floor of this hall is capable of holding 2000 people. Travelers should never fail to visit the Bourse; during business hours the excitement, noise, tumult, and confusion are beyond description. Ladies are not now admitted except by permission of the Commissaire de la Bourse. The entrance fee was formerly one franc. It was found that the mode of selling stock excited such a passion for gambling in the minds of the people, that it was deemed prudent to refuse them admittance during business hours.

Mint, or Hôtel des Monnaies, situated on the Quai de Conti.—This superb building, constructed between the years 1771 and 1775, on the site of the Hotel Conti, is one of the most remarkable structures in the capital. The principal front is 350 feet in length and 80 in height. It has three stories. On the ground floor are five arcades, supporting six Ionic columns crowned with an entablature, and ornamented with six statues of Peace, Abundance, Trade, Power, Prudence, and Law. The vestibule is adorned with fluted Doric columns. On the right is the magnificent staircase, likewise adorned with Doric columns. Ascending the staircase, we enter an antechamber which contains the coining machine invented by Thouvelin, from which we pass into the splendid saloon entitled *Musée Monétaire*, possessing the most complete collection of medals since the reign of Francis I.: medals of Mary, Queen of Scots, Louis XII., Henry VIII., Cardinal Richelieu; medal commemorating the taking of Sebastopol; Queen Victoria's visit to Paris; visit of the French National Guard to London in 1848; the proclamation of the Empire; the marriage of Napoleon III.; medals of Victor Emmanuel, Kosuth, Queen Isabella of Spain, and numerous others of equal notoriety. In the *Salle Napoléon* are all medals struck under the

Consulate and Empire. Here also we perceive a medal in bronze, from the mask taken at St. Helena of Napoleon I. twenty hours after his death; also his bust, in marble, by Canova. By a law of France, every jeweler is obliged to have his silver and gold stamped and assayed in this office before offering it for sale. The laboratory of the hotel, where the operation of coining for the whole of France takes place, is well worth a visit. All the machinery of the establishment is worked by two steam-engines of 32 horse-power. There are eleven different machines: two for small coin, two for two-franc pieces, six for five-franc pieces, and one for gold. When they are all in operation they produce about \$300,000 per day. The operation of coining silver may be witnessed by the visitor, but not the coining of gold, on account of the particles which are continually dropping on the floor; they are all swept up and refined again. To visit the laboratory, apply in writing to M. le President de la Commissaire des Monnaies; but the museum is open to visitors on Tuesdays and Fridays, from 12 to 3, without a ticket.

Manufacture Nationale des Gobelins et de la Savonnerie.—This factory, founded by Jean Gobel in 1450, was for a long time a private establishment, but in 1662 it passed into the hands of the government. The carpets made here are unrivaled for the fineness and strength of their texture and brilliancy of the colors. Its productions are destined chiefly for palaces of the state and presents to foreign governments. Many of them cost as much as \$30,000, and require over ten years of time to manufacture. There was one made for the palace of the Louvre 1300 feet in length. The closeness with which the workmen rival the painter's art is truly wonderful. Three large rooms are open for the exhibition of beautiful specimens of the work executed in the last 200 years. There are 6 workshops containing 25 looms. It is absolutely necessary to bring your passport to secure admittance. The shops and exhibition rooms are open from 2 to 4 on Wednesdays and Saturdays. A portion of the building was destroyed during the Commune, May, 1871. Another state carpet manufactory was transferred to the Gobelins in 1826, called La Savonnerie, from having been formerly carried on in an old soap factory.

Imprimerie Nationale, or the Government Printing Office.—In the year 1552 Francis I. established a royal press in the Louvre, which, after several changes, was finally transferred, in the year 1809, to the building it now occupies. This hotel was the property of the notorious Cardinal de Rohan, whose intrigues cast so much odium on the unhappy Marie Antoinette. This is one of the most complete establishments in Europe. There are about 1000 persons employed here, among whom 300 are women, and every thing, from the casting of the type to the binding, is done in this establishment. In 1830 many of the steam presses were broken by the mob, but ten still remain, and about 350,000 sheets are thrown off daily. The printing of the ace of clubs, of the kings, queens, and knaves of cards, is a government monopoly in France, and about 12,000 sets are printed every day. When Pius VII. visited this establishment, the Lord's Prayer was printed in 150 different languages during his visit, and he was presented with it all bound before his return to the carriage. This building may be seen on Thursdays, at 2 P.M. precisely, with a ticket, which must be applied for by a letter addressed to M. le Directeur de l'Imprimerie Nationale.

La Manufacture de Porcelaine de Sèvres.—Sèvres, two leagues west of Paris, is prettily situated on the Seine, and is one of the most ancient villages near the metropolis. It is celebrated for its magnificent *Porcelain Manufactory*, belonging to the government, which will soon be transferred to the Park of St. Cloud. Louis XV. bought this establishment in 1759, at the solicitation of Madame de Pompadour, and since then it has belonged to the state. The establishment consists of the show-rooms or *magasins*, the museum, and the laboratories or *ateliers*; these last, however, are not shown without special leave, which must be obtained by a letter to the director.

Manufacture des Tabacs.—The manufacture of tobacco, in any form, is a government monopoly in France. There are about 10 different manufactories throughout the kingdom, but the one in Paris works up one third of the tobacco bought by the government from the tobacco-growers. All tobacco imported must also be sold to the government. There are about

1900 persons employed here, of whom 1500 are women, 400 men and boys. The women are chiefly employed in cigar-making. The whole process may be seen, from the stripping of the leaves to the final production.

Hôtel des Postes, or General Post-office, in the Rue Jean Jacques Rousseau, was built by the Duke d'Épernon, and torn down and rebuilt in 1883. The central hall, the sorting-room on the first floor, and the van court are well worth a visit.

Entrepôt des Glaces, in the Rue St. Denis, 212, is a large plate-glass warehouse, belonging to two companies, that of Montermé and of Quirin and Cirey. The looking-glasses are cast at St. Gobain and at Cirey, near La Fère, polished at Chauny, and silvered at this dépôt. The process of silvering may be seen any day from 9 to 12 by application to the porter, who will expect a small fee.

The Panthéon is situated on Place du Panthéon, Rue St. Jacques. This church was erected on the site of the Abbey of Ste. Geneviève. It is built in the form of a Greek cross, with a lofty dome. The portico is modeled after the Pantheon at Rome; it is approached by a flight of 11 steps, and sustained by 6 fluted Corinthian columns, 60 feet high by 6 in diameter; on the pavement there is a composition in relief by David, representing France dispensing honors to her great men, who have honored and illustrated her by their talents, virtue, and courage. At the feet of France are seated History and Liberty, recording their names, and wearing crowns to reward them. The dimensions of the building are, length, 302 feet; breadth, 255 feet; height from the pavement to the top of the dome, 270 feet. The interior consists of four naves, surmounted by the dome, and separated by a range of 130 fluted Corinthian columns. The ceilings, which are richly sculptured, are 80 feet from the pavement; the dome is splendidly painted by Gros, for which he received £20,000, and was knighted by Charles X. on his first visit to the church. The nave and transepts are decorated with copies of the frescoes of Michael Angelo and Raphael in the Vatican at Rome. Many persons of great celebrity have been buried here, among others Voltaire, Rousseau, Marshal Launès, the Duke de Montebello,

Mirabeau, and Marat: the last two were departheonized by order of the national government, and the body of Marat was thrown into a common sewer in the Rue Montmartre. This building has cost the government over \$6,000,000 since it was founded. Open every day; a fee of a franc is expected from a party.

Hôtel Pompéien, the former *Mansion of Prince Napoleon*, now in the possession of Count Palffy, a Hungarian nobleman. The mansion is built in the style of Diomedes's house at Pompeii, as described by Bulwer in his "Last Days of Pompeii," and in keeping with the paintings and furniture of the houses of that ill-fated city, which have been and are daily being discovered at Pompeii. On the right and on the left of the entrance stand the bronze statues of Minerva and Achilles. On the pavement in front of the entrance a dog is represented in mosaic, with the words "Cave canem" (beware of the dog); on entering, the word "Salve" (Hail! Welcome!). The walls of the vestibule are beautifully frescoed. The Seasons, the heathen goddesses Panthea and Hygeia, flower-beds, birds, and animals, are all admirably represented, being copied from the antique paintings of Pompeii. We now enter the inner court, or *atrium* of the ancients. In the centre of the court is a basin of white marble, in which all kinds of pretty fish are floating around. The bottom of the basin is paved with marble, inlaid with white, yellow, and green. On the right is the drawing-room, splendidly decorated in imitation of *rosso antico*. The adjoining dressing-room is hung with yellow velours and the bedroom with blue. On the left of the court is the library, gymnasium, and smoking-room. There are two beautiful bath-rooms, one of which is intended for swimming; the other is of ordinary size, the floor, walls, and ceiling being covered with a peculiar and beautiful kind of alabaster, the whole surmounted by a dome painted blue, with stars.

Maison de François I^{er}, which Francis I. built at Moret for his sister Margaret, and which was afterward transferred to its present situation in the Cours la Reine, corner of Rue Bayard. The walls are adorned with medallions attributed to Jean Goujon: Louis XII., Anne de Bretagne, Francis II., Marguerite de Navarre, Henri II.,

Diane de Poitiers, and Francis I. On the outside is the following inscription:

"Qui scit frenare linguam, sensumque domare,
Fortior est illo qui frangit viribus urbes."

Maison de P. Corneille (Rue d'Argenteuil, 18).—In the court is a bust of the poet with this inscription:

"Je ne dois qu'à moi seul toute ma renommée."

In the second story is the room in which Corneille breathed his last.

Maison de Racine (Rue Visconti, 19).—Racine died in this house in 1699, after having lived in it for forty years.

SPORTS.

Flat-races and steeple-chases take place annually in April, May, and June, and in the autumn. The reunion in the spring occupies six days, that of summer and autumn three days respectively. The *Société d'Encouragement pour l'Amélioration des Chevaux en France* organizes these reunions and awards the prizes. It was organized in 1833 to render racing more popular, and to engage the government to increase the value of the prizes. The society is under the control of the *Paris Jockey Club*, probably the first institution of its kind in the world. A committee of 30 is charged exclusively with all relating to the races, and with the use of the funds devoted to that purpose. Three commissioners, chosen annually by this committee, are the sovereign judges of the races. The rooms of the Jockey Club are in Rue

Scribe, 1 *bis*. The Imperial family formerly gave three prizes during the season: that of the Empress (15,000 fr.) in the spring; that of the Prince Imperial (10,000 fr.), and that of the Emperor (20,000 fr.) in the autumn. At the summer meeting of Longchamps the *Grand Prix de Paris* is run for. The stakes consist of 100,000 fr., given one half by the city of Paris and the remainder by the five great railway companies and the individual entries. The races of Paris take place in the Plain de Longchamps; others have also been organized at Chantilly, Fontainebleau, and Vincennes.

Hippodrome de Longchamps, granted by the city to the Jockey Club, was inaugurated in April, 1857. It is 1500 metres in length by 300 in breadth. The late Emperor's pavilion stands alone, with two tribunes on each side; it is now occupied by the President of the Republic. It consists of a saloon and sitting-room, beautifully fitted up, opening on a platform, from which a staircase descends to the race-course. The pavilion is surmounted by a gabled roof, in the style of an ornamental Swiss cottage. The stand east of the pavilion is set apart for the members of the Jockey Club. Adjoining this is the tribune for first-class spectators; this portion is called the *pesage*, or weighing-place, from which all improper persons are excluded. Admission, 20 francs. Visitors with these tickets can go into any part of the field or stands, the stand of the Jockey Club excepted. Pavilions on either side, 5 francs. Carriages with two horses into the field, 20 francs; pedestrians, 1 franc.

Longchamps is one of the finest courses in the world, if not *the* finest, and is largely attended. On *Grand Prix* day one would suppose that all Paris was present and half of London.

Steeple-chases and *Hurdle-racing* takes place also in the Bois de Boulogne, near *Auteuil*. The tribunes are very comfortable, and the racing generally good. Prices the same as at Longchamps.

MUSEUMS.

Musée de Louvre.—Open to visitors every day except Monday.

The numerous collections at the Louvre are divided thus:

1. Museum of Painting.
2. Museum of Antique Ceramics.
3. Egyptian Museum.
4. Museum of Roman and Grecian Antiquities.
5. Mediæval and Renaissance Museum, including the Sauvageot Collection.
6. Museum of Drawings, Pastels, Cartoons, etc.
7. Museum of Antique Bronzes.
8. Ethnographic Museum.
9. Naval Museum.
10. Museum of Antique or Greek and Roman Sculpture.
11. Museum of Modern Sculpture.
12. Museum of Mediæval and Renaissance Sculpture.
13. Museum of Egyptian Sculpture.
14. Algerian Museum.
15. Museum of Assyrian and Asia Minor Antiquities.
16. Museum of Engravings or Chalcographie.

Musée de Peinture.—This museum contains 558 paintings of the Italian schools, 618 of the German, Flemish, and Dutch schools, upwards of 700 of the French school, and 20 of the Spanish.

[This being a period of great alterations in the arrangement of the pictures, inaccuracies in the catalogues are unavoidable; nor is it expected that the new and complete one now in preparation can be ready before the latter end of this year, 1876.]

Entering by the Pavillon Sully or de l'Horloge, and ascending the stair Henri II., you find on the right side the *Ancienne Salle des Séances*, containing the Musée La Caze, a collection of 275 paint-

ings presented by Louis la Caze, M.D., among which we remark, 260, *Watteau*, Pierrot; 51, *Ph. de Champagne*, a magistrate in his robes of office; 116, *Snyders*, a fishmonger's shop; 32, *Ribera*, a lame boy carrying his crutch on his shoulder; 155, an old lady, Dutch school; 78, *Maës*, an old country-woman praying before meal; 340, *Regnault*, the three Graces. The next room is called *Salle Henri II.* The large picture facing the entrance is *Medaro and Angelica*, by *Coppel*, a subject from Ariosto's poem, "Orlando Furioso;" here are also some fruit and flower pieces by *Gerard van Spaendouck* and *Van Dael*. We now enter the *Salle des Sept Cheminées*, containing the principal paintings of the modern French school; namely, the masterpieces of *David*, *Gros*, *Girodet*, *Prudhon*, *Géricault*, *Gérard*, *Guérin*, and others. Here died Henry IV., after he had been stabbed by Ravaillac. 83, *Madame Lebrun*, Portrait of herself and daughter; (not catalogued) *Idem.*, Portrait of herself; 84, *Idem.*, Portrait du Compositeur Paesiello; 148, *David*, Léonidas aux Thermopyles; 149, *Idem.*, l'Enlèvement des Sabines; 152, *Idem.*, Bélisaire; 157, *Idem.*, Portrait de Pécoul, beau-père de David; 158, *Idem.*, Portrait de Madame Pécoul; 159, *Idem.*, Portrait du Pape Pie VII.; (not catalogued) *Idem.*, Portraits of a lady and gentleman; 189, *Drouais*, Marius à Minturnes; 192, *Fabre*, Néoptolème et Ulysse enlèvent à Philoctète les flèches d'Hercule; 236, *Gérard*, Psyché reçoit le premier baiser de l'Amour; 238, *Idem.*, La Victoire et la Renommée; 239, *Idem.*, L'Histoire et la Poésie; 240, *Idem.*, Portraits d'Isabey, peintre en miniature et de sa fille; 241, *Idem.*, Portrait de Canova, statuaire; 242, *Géricault*, Le radeau de la Méduse; 243, *Idem.*, Officier de chasseurs à cheval; 244, *Idem.*, Cuirassier blessé quittant la feu; 245, *Idem.*, Portrait d'un Cuirassier, nu-tête; (not catalogued) *Idem.*, Une Course de chevaux; 250, *Girodet*, Scène du Déluge; 251, *Idem.*, Le Sommeil d'Endymion; 252, *Idem.*, Atala au tombeau; 256, *Granet*, Intérieur de l'église St. François d'Assise; 274, *Gros*, Bonaparte visitant les pestiférés de Jaffa; 275, *Idem.*, Napoléon visitant le Champ de bataille d'Eylau; 277, *Guérin*, Retour de Marcus Sextus; 279, *Idem.*, Phèdre et Hippolyte; 280, *Idem.*, Andromaque et Pyrrhus; 282, *Idem.*, Clytemnes-

tre; 458, *Prudhon*, L'Assomption; 459, *Idem.*, La Justice et la Vengeance poursuivant le Crime; 460, *Idem.*, Portrait de Madame Jarre; (not catalogued) *Idem.*, a young girl; 466, *Regnault*, Education d'Achille par le Centaure Chiron; 127, *Cochereau*, L'Atelier de David; (not catalogued) *Pagnest*, Portrait of a general officer; (not catalogued) *Madame Haudebourt Lescot*, Portrait of a lady; (not catalogued) *Mauzaisse*, an old lady reading. The next room is the *Salle des Bijoux* (formerly *Salle des Bronzes*), containing beautiful Italian and other jewels. We then enter the *Salle Ronde*. The ceiling is beautifully frescoed, and the pavement a fine mosaic. It opens into the *Galerie d'Apollon*. This splendid gallery is one of the finest in the Louvre. For over one hundred years it has been occupied as a picture-gallery, and was rejuvenated in 1851 by Napoleon III. It commands a fine view both of the Seine and the garden. Portraits of many of the leading artists and of monarchs who have engaged in the building of the Louvre, finely executed in Gobelins tapestry, adorn the walls. Next we pass into the *Salon Carré*: 27, *Correggio*, Mariage de Sainte Catherine d'Alexandrie avec l'Enfant Jésus; 28, *Idem.*, Le Sommeil d'Antiope; 34, *Caravage*, Un concert; 35, *Idem.*, Portrait d'Alouf de Vignacourt, grand maître de Malte en 1601; 44, *Georgion* (Georgio Barbarelli), Concert champêtre; 48, *Le Guerchin*, La Résurrection de Lazare; 55, *Idem.*, Les saints protecteurs de la ville de Modène; 87, *Philip de Champagne*, Portrait du Cardinal de Richelieu; 89, *Bordone*, Portrait d'homme; 94, *Bronzino*, Portrait d'un sculpteur; 103, *Paul Véronèse*, Les Noces de Cana; 104, *Idem.*, Repas chez le Pharisien; 107 bis, *Idem.*, Jupiter foudroyant le Crime; 138, *Annibal Carrache*, Apparition de la Sainte Vierge à Saint Luc et à Sainte Catherine; 142, *Van Dyck*, Portrait Charles I^{er} roi d'Angleterre, né en 1600, mort en 1649; 150, *Idem.*, Portrait de Jean Grusset Richardot et de son fils; 162, *Jan Van Eyck*, La Vierge au Donateur; 204, *Domenico Ghirlandajo*, La Visitation; 208, *Holbein*, Portrait de Didier Erasme, né à Rotterdam en 1467, mort à Bâle en 1536; 129, *Claude Lorrain*, Paysage; 228, *Idem.*, Marine; 239, *Seberti*, La Visitation de la Vierge; 242, *Luiini* ou *Lovini da Lu'no*, Salomé, fille d'Hérodiade, recevant la tête

de Saint Jean-Baptiste; 288, *Memling*, Saint Jean-Baptiste; 289, *Idem.*, Sainte Marie Madeleine; 293, *Metsu*, Militaire recevant une jeune Dame; 303, *Bassano*, Apprêts de la sépulture du Christ; 318, *Raibolini* (France), Portrait d'homme; 349, *Le Tintoret*, Suzanne au bain; 370, *Adrien van Ostade*, Le Maître d'École; 375, *Raphael*, La Vierge, l'Enfant Jésus, et le jeune Saint Jean; 376, *Idem.*, La Vierge, l'Enfant Jésus endormi, le jeune Saint Jean; 377, *Idem.*, Sainte Famille; 378, *Idem.*, La Vierge et Sainte Elisabeth caressant Saint Jean enfant; 380, *Idem.*, Saint Michael; 381, *Idem.*, Saint Georges; 382, *Idem.*, Saint Michael terrassant le démon; 387, *Idem.*, L'Abondance; 403, *Solario*, La Vierge allaitant l'Enfant Jésus; 410, *Rembrandt*, Le Ménage du Menuisier; 419, *Idem.*, Portrait de femme; 433, *Rubens*, Thomyris, reine des Scythes, fait plonger la tête de Cyrus dans un vase rempli de sang; 434, *Nicolas Poussin*, Saint François Xavier rappelant à la vie la fille d'un habitant de Cangorina (dans le Japon); 447, *Idem.*, Son portrait; 442, *Perugino*, La Vierge tenant l'Enfant Jésus; 460, *Rubens*, Portrait de la seconde femme du peintre et de ses deux enfants; 465, *Idem.*, Le Christ porté au Tombeau; 471, *Idem.*, Portraits d'une jeune femme à sa toilette et d'un homme tenant deux miroirs; 477, *Rigaud*, Portrait de Bossuet; 481, *Léonardo da Vinci*, La Vierge, l'Enfant Jésus et Sainte Anne; 484, *Idem.*, Portrait de Mona Lisa; 523, *Eustache Lesueur*, Apparition de Sainte Scolastique à Saint Benoît; 526, *Terburg*, Un Militaire offrant de l'argent à une jeune femme; 546 *bis*, *Murillo*, La Conception immaculée de la Vierge; 553, *Ribera* ou *Espagnolet*, L'Adoration des Bergers; 587, *Vaentin*, Concert.

In the *Grande Galerie* are:

Italian School.—364, *Cosimo Rosselli*, La Vierge et l'Enfant Jésus; 200, *Raffaellino del Garbo*, Le Couronnement de la Vierge; 240, *B. Luino*, Sainte Famille; 297, *Giulio Romano*, his own likeness; 453, *Vasari*, La Salutation angélique; 93, *Bronzino*, Le Christ apparaît à la Madeleine; 468, *Titian*, Jupiter et Antiope, or La Venus du Prado; 298, *Bassano*, L'Entrée des Animaux dans l'Arche; 307, *Idem.*, Portrait de Jean de Boulogne, sculpteur, élève de Michel Ange; 352, *Tintoretto*, his own likeness; 107, *Paul Véronèse*, Les Pèlerins d'Emmaüs; 113, *Canaletto*, Vue de l'Eglise de

la Madonna della Salute, à Venise; 61, *Barocci*, La Vierge et l'Enfant Jésus adorés par Saint Antoine et Sainte Lucie; 126, *L. Carracci*, La Vierge et l'Enfant Jésus; 128, *Idem.*, Apparition de la Vierge et de l'Enfant Jésus à Saint Hyacinthe; 136, *Amibal Carrache*, La Vierge aux Cerises; 142, *Idem.*, La Resurrection de Jésus Christ; 493, *Domenichino*, Le Ravissement de Saint Paul; 494, *Idem.*, Sainte Cécile; 498, *Idem.*, Triomphe de l'Amour; 339, *Le Guide*, Enlèvement d'Hélène; 9, *L'Albane*, La Toilette de Vénus; 10, *Idem.*, Le Repos de Vénus et de Vulcain; 11, *Idem.*, Les Amours désarmés; 12, *Idem.*, Adonis conduit près de Vénus par les Amours; 33, *Caravage*, La Disense de bonne aventure; 73, *Pierre de Cortone*, Alliance de Jacob et de Laban; 74, *Idem.*, Nativité de la Vierge; 361, *Salvator Rosa*, Paysage; 208, *Luca Giordano*, Mars et Vénus.

Spanish School.—555, *Velasquez*, Portrait de la seconde fille de Philippe IV.; 550 *bis*, *Idem.*, La Cuisine des Anges; 551, *Idem.*, Le Jeune Mendiant.

German School.—In this museum are several portraits by *Holbein*, besides works by the following artists: *Balthasar Denner*, *Christian*, *Adam Elzheimer*, and *Raphael Mengs*.

Flemish and Dutch Schools.—279, *Quinten Matsys*, Le Banquier et sa femme; 391, *Porbus* le Jeune, Portrait d'Henri IV.; 343, *Sir Antonis Moro*, Le Nain de Charles Quint; from 434 to 457, *Rubens*, Histoire de Marie de Medicis; 425, *Idem.*, La Fuite de Loth; 428, *Idem.*, La Vierge aux Anges; 350, *Théodore van Thullen*, Le Christ apparaissant à la Vierge; 255, *Jordaens*, Le Roi boit; 256, *Idem.*, Concert de famille; 137, *Van Dyck*, La Vierge aux Donateurs; 138, *Idem.*, Le Christ pleuré par le Vierge et par les Anges; 148, *Idem.*, Portraits d'un homme et d'un enfant; 149, *Idem.*, Portraits d'une dame et de sa fille; 152, *Idem.*, Portrait de Van Dyck; 215, *Gérard Honthorst*, Pilate se lavant les mains de la mort du Juste; 217, *Idem.*, Triomphe de Silène; 404, *Rembrandt*, L'Ange Raphaël quittant Tobie; 407, *Idem.*, Les Pèlerins d'Emmaüs; 408 and 409, *Idem.*, Deux Philosophes en méditation; 83, *Philip de Champagne*, Portrait de deux religieuses de Port Royal; 89, *Idem.*, Portrait de l'Autheur; 304, *Van der Meulen*, Entrée de Louis XIV. et de Marie Thérèse à Arras; 306, *Idem.*, Prise

de Dinant; 309, *Idem.*, Un Combat près du Canal de Bruges; 310, *Idem.*, Arrivée du roi devant Maëstricht; 558, *Adrien van der Werf*, Moïse sauvé des eaux; 560, *Idem.*, Les Anges annonçant aux Bergers la bonne nouvelle; 60, *Jean Breughel*, Bataille d'Arbelles; 386, *Corneille Poelenburg*, Femmes sortant du bain; 123, *Gérard Dow*, L'Épicière de village; 125, *Idem.*, La Cuisinière Hollandaise; 128, *Idem.*, L'Arracheur de dents; 129, *Idem.*, Une Lecture de la Bible; 130, *Idem.*, Portrait du peintre; 527, *Gérard Terburg*, Music-lesson; 512, *David Teniers*, L'Enfant prodigue buvant avec des Courtisanes; 513, *Idem.*, Les sept Œuvres de miséricorde; 514, *Idem.*, Tentation de Saint Antoine; 377, *Isaac van Ostade*, La Halte; 244, *Karel du Jardin*, Le Gué; 246, *Idem.*, Le Bocage; 500, *Jean Steen*, Fête flamande; 570, *Philip Wouverman*, Le Manège; 292, *Metsu*, Le Marché aux herbes d'Amsterdam; 579, *Jean Wynants*, Lisière de Forêt; 580, *Idem.*, Paysage; 104, *Albert Cuyp*, Paysage; 105, *Idem.*, Départ pour la Promenade; 106, *Idem.*, La Promenade; 43, *Jean Boh*, Paysage; 355, *Van der Neer*, Clair de lune; 470, *Jacques Ruissdœl*, Forêt; 471, *Idem.*, Tempête sur la plage de Hollande; 473, *Idem.*, Coup de soleil; 472, *Idem.*, Paysage; 205, *Hobbema*, Paysage; 202, *Van der Heyden*, Maison commune d'Amsterdam; 5, *Ludolph Backhuysen*, L'Escadre Hollandaise; 348, *Peter Neefs*, Vue d'une cathédrale; 223, *Peter de Hoogh*, Intérieur Hollandais; 177, *Jean Fyt*, Gibier et fruits; 178, *Idem.*, Gibier dans un garde-manger; 179, *Idem.*, Un chien dévorant du gibier; 554, *Jean Weenix*, Gibier et utensiles de chasse; 555, *Idem.*, Les Produits de la chasse; 192, *David de Heem*, Fruits; 235, *Van Huysum*, Corbeilles et vases de fleurs.

A suite of rooms entered from the *Long Gallery*, including the splendidly decorated *Salon Denon*, contains the paintings of the French school. Here are: 137, *Jean Cousin*, Le Jugement dernier; 416, *Nicolas Poussin*, Moïse sauvé des eaux; 415, *Idem.*, Eliézer et Rebecca; 445, *Idem.*, Les Bergers d'Arcadie; 451, *Idem.*, Le Déluge; 231, *Claude Lorrain*, Le Passage du Gué; 220, *Idem.*, Vue du Campo Vaccino; 221, *Idem.*, Fête villageoise; 520, *Eustache Le-sueur*, Saint Gervais et Saint Protas refusant de sacrifier aux faux dieux; 521, *Idem.*, Predication de Saint Paul à Ephèse;

from 70 to 74, *Lebrun*, Batailles d'Alexandre; 65, *Idem.*, Saint Etienne lapidé; 260, *Greuze*, L'Accordée de village; 261, *Idem.*, La Malédiction paternelle; 262, *Idem.*, Retour du fils maudit; 634, *Joseph Vien*, Saint Germain et Saint Vincent; 150, *David*, Le Serment des Horaces; 154, *Idem.*, Les Amours de Paris et d'Hélène; 281, *Pierre Guérin*, Enée et Didon; 235, *François Gérard*, Entrée d'Henri IV. à Paris; 457, *Pierre Prudhon*, Le Christ sur la Croix; 493, *Léopold Robert*, L'Arrivée des Moissonneurs dans les marais Pontins; 494, *Idem.*, Le retour du pèlerinage à la Madone de l'Arc; 499, *Xavier Sigalon*, La jeune Courtisane.

Entered from the *Salon Denon* is the *Salle des Etats*, where Napoleon III. used to open the Chambers, and which at present is closed.

Going back to the *Long Gallery*, we find at the end of it, near *Salon Carré*, on the left hand, the entrance to *Galerie des Sept Métres*, or *Petite Salle Italienne*. Here are collected some of the best works of renowned Italian painters, among which we particularly notice: 177, *Lorenzo di Credi*, Virgin and Child; 353, *Tintoretto*, a Portrait; 294, *Giulio Romano*, Madonna, Child, and St. John; 295, *Idem.*, a Roman Triumph; 99, *Paolo Veronese*, Esther fainting. Now, from *Salon Carré*, we enter (left hand) the *Musée des Antiquités Etrusques*, where splendid fresco paintings and mosaic tables are to be seen.

You now retrace your steps to the *Salle des Sept Cheminées*, a door to the right of which conducts you to the museum of *Antique Ceramics*, consisting of nine rooms, in which are collected upward of six thousand objects, such as vases, statues, lamps, valuable bas-reliefs from the East, Greece, and Italy. The ceilings of the different rooms represent the following subjects: 1st room, *Richelieu présentant le Poussin à Louis XIII.*, by Alaux; 2d room, *Bataille d'Ivry*, by Steuben; 3d room, *Le Puget présentant à Louis XIV. son groupe de Milton de Crotone*, by Devéria; 4th room, *François I^{er} recevant le Primatice à son retour d'Italie*, by Fragonard; 5th room, *La Renaissance des Arts en France*, and eight *Scènes de l'histoire de France*, from the reign of Charles VIII. until the death of Henry II., by M. Heim; 6th room, *François I^{er} armé par Bayard*, by Fragonard; 7th room, *Charlemagne re-*

cevant des lières d'Alcain, by M. Schnetz; 8th room, *Louis XII. proclamé Père du Peuple aux Etats de Tours*, by M. Drolling; 9th room, *L'Expédition d'Égypte*, by M. L. Cogniet. This room communicates on the left with the last saloon of the Egyptian Museum, founded by Charles X. The ceilings of this museum are also decorated in the following order: 1st room, in returning toward the Salle des Sept Cheminées, *Le Génie de la France encourageant les Arts, et prenant la Grèce sous sa protection*, by Gros; 2d room, *Jules II. donnant des ordres pour la construction de Saint Pierre à Bramante, à Michel Ange et à Raphaël*, by H. Vernet; 3d room, *L'Égypte sauvée par Joseph*, by A. Pujol; 4th room, *L'Étude et le Génie dévoilant l'Égypte à la Grèce*, by Picot. The fifth room is divided into three parts by Corinthian columns. In the centre of the floor is a rich mosaic. The ceiling, painted by Gros, is divided into nine parts; those in the middle represent *Mars couronné par la Victoire et arrêté par la Modération, la Gloire s'appuyant sur la Vertu, le Temps mettant la Vérité sous la protection de la Sagesse*; the six others are dedicated to the centuries most celebrated in the arts. We next enter the *Musée Grec et Romain*, the ceilings of which are also decorated by most beautiful paintings; 1st room, *Cybèle protégeant Herculium et Pompéi contre les feux du Vesuve*, by Picot; 2d room, *Les Nymphes de Parthénope, portant leurs pévates arrivent sur les bords de la Seine*, by Meynier; 3d room, *Le Vesuve recevant de Jupiter le feu qui doit consumer Herculium et Pompéi*, by M. Heim; 4th room, *Apothéose d'Homère*.

Returning through the *Musée Egyptien* to the Corinthian staircase, we enter a suite of five rooms, called *Historical Rooms* (formerly *Musée des Souverains*, lately suppressed). In the first room are two marble statues. In the second, a centre-table bearing a silvered bronze statue. In the third, a silvered bronze statue of *Peace* (rescued from the Tuileries disaster) and two marble Cippi. In the fourth, a silver statue of Henry IV. in his youth; a collection of miniature paintings, in five glass cases, presented by Mons. and Madame Lenoir; two beautiful Egyptian saddles, in glass cases, brought to France by Napoleon I.; on three sides of this room are glass presses filled with numerous objects,

including the caparisons belonging to the saddles above mentioned. In the fifth room (*Salon de l'Empereur*) stands a silvered bronze statue of Napoleon I. when a student at Brienne; near the middle window is a large marble basin and a bench used by Napoleon at St. Helena. On three sides of this hall are empty glass presses.

The first two of the three rooms entered from this suite, formerly called *Musée de la Colonnade*, are completely empty. The third one is occupied by the *American Gallery*, consisting of a fine collection of Peruvian and Mexican antique relics, presented to the museum by Mons. Andrand, formerly Consul in Bolivia. [The ulterior destination of these rooms is uncertain.]

Crossing the landing-place, we first visit a suite of seven rooms, called *Galleries de la Renaissance et du Moyen Age*, including the celebrated *Sauvageot* collection. Here are gathered a very great number of objects, consisting of carved ivory, stained glass, earthenware, etc. We then enter the first of a series of fourteen rooms containing the *Museum of Drawings*, including pastels, cartoons, etc. [Two more rooms belonging to this museum are on the floor above, near the *Musée de la Marine*.] The collection of designs of the old masters in the Louvre is about the richest in Europe. Several of the most celebrated painters, the absence of whose works is regretted in the Gallery of Paintings, figure here among the sketches.

The Museum of Drawings, from an inventory taken in 1866, contains 18,200 designs of the different Italian schools, 87 of the Spanish school, 802 of the German school, 3152 of the Flemish school, 1071 of the Dutch school, 11,738 of the French school, 11 of the English school, and others whose school is not determined—making in all 35,544 designs.

Among the principal works we will mention drawings of Fra Bartolomeo, of Andrea del Sarto (*Christ mort, étendu à terre et pleuré par sa mère*), of Perugino, of Raphael (*Adam et Eve devant le Seigneur. La Vierge s'agenouillant, and Une Offrande de Psyché à Vénus*), of Correggio, of Titian (*Viellard endormi, Viellard priant*), of Paul Véronèse (*Sainte Famille*), of Murillo (*St. Joseph conduisant l'Enfant Jésus*), of Rubens, of Paul Potter, of Nicolas

Poussin, of Claude Lorrain, and of David (*Serment du Jeu de Paume*).

Next to the *Museum of Drawings* is a passage from which is entered the *Salle des Bronzes*, containing upward of a thousand objects, a great many of them representing mythological personages; among the rest are several remarkable busts, namely, of Vespasian, Claude and Titus. The gates closing the entrance to this room are well worth examining.

You now ascend a small staircase close by, and come to the two rooms belonging to the *Museum of Drawing* above mentioned; the drawings exhibited here constitute a choice collection of works by *Raphael*, *Michel Angelo*, *Poussin*, *A. Dürer*, *Giulio Romano*, and others, so precious that, with a view to their preservation, they are closely shut in cases, the room being in consequence called *Salle des Boites*. Open Saturdays, from 2 to 4.

You next enter the *Salle Lesseps*, where the *Canal de Suez* is to be seen; being the first of a series of five rooms, including the spacious hall immediately preceding the *Musée de Marine*, which contains the *Musée Ethnographique*, a collection of curious and interesting objects brought from Africa, China, Japan, India, the South Sea Islands, consisting of weapons, porcelain-ware, paintings, chests, coins, models of junks, canoes, etc. In one of the rooms is a model of the Pagoda of Juggernaut.

The room next to the large hall is the first of a suite of thirteen, occupied by the *Musée de Marine*. This museum is devoted to models of vessels in every stage of construction; also models of the cities of Toulon, Brest, l'Orient, and Rochefort. They stand in the centre of the rooms, and are on a very large scale. In one of the rooms stands a model of the frigate "Belle Poule," in which Prince de Joinville brought the remains of Napoleon I. from St. Helena in 1840, a model of the state gallery of Louis XIV., and of the man-of-war "Louis XV." One of the rooms contains a model of the country around Luxor, whence the obelisk was taken that at present adorns the Place de la Concorde; in short, you will find in the museum every thing that relates to navigation and war, arms of all styles and calibres, and instruments of every description.

Leaving the *Musée de Marine*, you enter a corridor leading to three rooms called *Salles Supplémentaires*; the first and third of which contain choice pictures of the Dutch, Flemish, and French schools. We notice in the first, Dog and game, by *Desportes*; a landscape, by *Joseph Vernet*; *Persee et Andromède*, by *Coyvel*. In the third, *Philip de Champagne's* beautiful Christ; a sea-piece, by *Bachhuysen*; Flowers, by *Mignon*; Dogs in a larder, by *Snyders*. The middle room is devoted to the exhibition of pictures by French painters ten years deceased, lately brought from the *Luxembourg Gallery*: Death of Queen Elizabeth of England, by *Paul Delaroché*; a landscape, by *Rousseau*; a scene out of Dante's *Inferno*, by *Eugène Deacroix*; Judith and Holophern, by *Horace Vernet*; Man sitting squat, by *Hippolite Flaudrin*; Cattle, by *Troyon*; Homer's Apotheosis, by *Ingres*.

Now descending the stairway at the end of the *Musée de Marine*, and again the staircase Henri II. to the *Ground Floor*, we find at the foot of it, on our right hand, the entrance to the *Museum of Ancient Sculptures*, or *Galleries of Greek and Roman Sculptures*. The first hall is called *Salle des Caryatides*, from four colossal caryatides by *Jean Goujon*, who was shot here while at his work during the massacre of St. Bartholomew. Catherine de Médicis, Henry II., Henry III., Charles IX., and Anna of Austria inhabited in turn this suite of apartments, and Henry IV.'s second marriage was celebrated here. At each end of this room are two large marble basins presented to Louis Philippe by the King of Prussia. These offer a curious phenomenon in acoustics—namely, that two persons can hold distinct conversation with each other by bending their heads over them, taking care while doing so to be facing each other. Here is the beautiful *Borghese Vase*, 235; the *Stooping Venus*, holding a bow, 148; *Discobolus*, or quoit-thrower (not numbered); a graceful and much-admired *Bacchus*, 217; another *Stooping Venus*, otherwise *Diane au Bain*, 147; the faultless *Ephesus*, 183; the *Borghese Hermaphrodite*, 374. Crossing now a narrow gallery, you come to the *Salle du Gladiateur*, so called from the marvelous statue standing near its centre. In the first of its compartments is the well-known antique of the *Centaur and the Genius of*

Bacchus, 299; and the celebrated *Diane à la Lirche*, 98. In the second, the *Satyr Marsius*, about to be flayed alive, 86; the *Diane de Gabi*, a far-famed masterpiece of Greek art, 97. In the third, the no less celebrated *Pallas* or *Minerva*, 114. In the fourth and last, the colossal statue of *Melpomene*, at the foot of which are seen some fine mosaics representing Victory, the Nile, the Po, the Danube, and the Dnieper. In the opening leading to the *Salle Venus de Milo* is the *Venus de Falerone*, in Parian marble. This statue is without either head or arms, and bears, in point of attitude and drapery, great resemblance to her sister of Milo. You now enter the *Salle Venus de Milo*, where you meet at once the celebrated statue of that name. In the next compartment is *Psyche*, a most graceful Greek statue, 371. In the third, a splendid marble sarcophagus adorned with fine bas-reliefs, 438. In the fourth, *Eros*, a Greek statue of most delicate execution (restored), 325. In the fifth, *Hygieia*, one of the most beautiful sculptures in the Louvre, 407; *Silene* in a state of intoxication, 251. In the sixth, the *Termini*, or keepers of limits. Farther on is the *Salle de Diane*. In the centre stands a triangular pedestal or altar with bas-reliefs representing the *Gods of Olympus* and other mythological figures; a well-preserved and interesting object. Round the room is a collection of antique fragments of sculpture from various countries. Next comes the *Salle des Saisons*, including the *Rotunda* and the next four compartments, all of which were restored in the splendid style at present apparent by Napoleon III. The ceiling of the *Rotunda* is ornamented with a beautiful fresco of *Prometheus with the heavenly fire*, and those of the other compartments with various mythological subjects. Here are to be seen some beautiful antiques, among which *Apollo Lycian* and *Bacchus*, also well-preserved bas-reliefs, and a gilt bronze statue of *Minerva* on a porphyry pedestal, which formerly belonged to Cardinal Mazarin. The doors in the third compartment are much admired. The last two rooms are called *Salles d'Empereurs*, from their containing principally statues of Roman emperors. As you return through the *Salle des Saisons* you meet on your left at the foot of the Daru stair the *Salle des Sarcophages*, containing a

number of ancient tombs of various descriptions and some good bas-reliefs.

After retracing your steps to where you first came in, you enter the great court, and turning at once to the left, you find the entrance to the *Musée de la Sculpture Moderne*. The modern sculpture occupies five rooms: the *Salle du Puget*, the *Salle Coysevox*, the *Salle des Coustou*, the *Salle Houdon*, and the *Salle de Chaudet*.

Salle du Puget.—This room is thus called because it contains several works of this great artist, who well merits the names given to him of the *Rubens of Sculpture* and the *Michael Angelo of France*. Among these works are, *Perseus delivering Andromeda*, *Hercules in repose*, *Milon de Crotona*, *Alexander and Diogenes*, and *Alexander the Great*.

Salle Coysevox contains the tomb of Cardinal Mazarin; also the busts of Mignard, Lebrun, Bossuet, and Richelieu.

Salle des Coustou contains a statue of Louis XV., *Apollo presenting the image of Louis XIV. to France*, by N. Coustou; the other works by different artists.

Salle Houdon.—A statue of *Diana* in bronze; busts of Jean Jacques Rousseau and of the Abbé Aubert, by Houdon; *Cupid and Psyche*, by Delaistre, and a *Psyche* by Pajon.

Salle Chaudet contains two works by Chaudet—*Cupid with the Butterfly*, and the *Shepherd Phorbas with the infant Œdipus*; one of the sons of Niobe, by Pradier; *Biblis metamorphosed into a Fountain*, by Dupaty; and *Corinne*, by Gois.

The entrance to the *Museum of Sculpture of the Middle Ages* is on the left of the outlet in the south wing. This museum comprises eight rooms including the small entrance-hall. The first room on the left is the *Salle de la Cheminée de Bruges*, deriving its name from the cast of a chimney-piece in some office at Bruges, also casts of the tombs of *Charles the Bold* and his daughter, *Marie de Bourgogne*, taken from the church of Notre Dame at Bruges. In the entrance-hall is a statue of *Childebert*, King of France. The second room entered from this hall is the *Musée Chrétien*, containing sarcophagi and bas-reliefs. Next is the *Musée Judaïque*, where are to be seen fragments of sarcophagi and some jewels. In the *Salle Michel Colombe* are: 84, *Combat of St. George with the*

dragon, a bas-relief, by *Michel Colombe*; 16, statue in alabaster of Louis XII., by *Demugiano*; 85, *Philip de Comines*; 86, *Hélène de Chambes-Montsoreau*, his wife; 88, *Louis de Pomier and his wife, Roberte Legendre*. In the *Salle Michel-Angelo* are 28, 29, the statues of Prisoners in marble, by *Michel Angelo*; 35, Nymph of Fontainebleau, alto-relievo in bronze, by *Benvenuto Cellini*; 13, an equestrian statue of *Roberto Malatesta da Rimini*; and 40, a bas-relief of Christ laid in the tomb, by *Daniello da Volterra*. In the centre of *Salle Jean Goujon* is a beautiful sculpture in marble, 100, by *Jean Goujon of Diane* with stag and dogs; 103, *Philip de Chabot, Amiral Français*, by *Jean Cousin*, is a masterpiece; 110, a beautiful bas-relief in marble, called *le Rêveil*, by *Fremyn Roussel*; 123, *Germain Pilon*, St. Paul preaching at Athens, a bas-relief in stone; 129, 130, 131, busts of *Henri II.*, *Charles IX.*, and *Henri III.*, by the same; very fine. In the centre of *Salle des Anguiers* is the *Longueville Pyramid*, standing on a pedestal ornamented with bas-reliefs of the military achievements of *Duke Henri of Longueville*, by *François Anguier*; 194, a very good marble bust of *Colbert*, by *Michel Anguier*.

The *Gallery of Egyptian Sculpture* is entered from the outlet toward the *Place du Louvre*. It occupies four rooms, including the landing-places of the staircase at the end, containing a great variety of Egyptian antiquities. Among the most worthy of notice are, 21, a *Sphinx of Ramsès II.*; 16, statue in granite of *King Sevek-Hotep III.*, in a splendid state of preservation, although of most remote antiquity; a cast of the *Zodiac of Denderah*, the original of which is at the *Bibliothèque Nationale*. In the second room, called *Salle d'Apis* is a figure, 98, of the *Bull Apis*, found in its own temple in *Lower Egypt*.

The *Algerian Museum*, adjoining, recently founded, not yet completed, and, for the present, closed, contains a number of antiquities found in *Algeria*, among which is a beautiful mosaic representing *Neptune and Amphitrite*.

The entrance to the *Assyrian and Asia Minor Galleries* is opposite that of the *Museum of Egyptian Sculpture*. They consist of six rooms, filled chiefly with a collection of sculptures found buried in the immediate neighborhood of *Nineveh*, and

discovered through the exertions of *Mr. Botta*, French Consul in *Syria*. The third room, however, called *Salle de Pergame*, contains the fine vase with sculptured bas-reliefs discovered at *Pergamus* in *Asia Minor*, and the *Amathusian vase*, thirty-three feet in circumference, from the *Island of Cyprus*. The rooms in the next wing on the left, contain some beautiful *Phœnician tombs*, bearing effigies, and a collection of valuable sculptures lately discovered in *Asia Minor* and presented to the museum by the *Barons Rothschild*.

On the left of *Pavillon Marengo* is the *Musée de Gravure ou de Chalcographie*, where engravings are produced from plates belonging to the *Louvre*, and sold at very moderate prices.

The *Expiatory Chapel* stands over the spot where Louis XVI. and his unfortunate queen were obscurely interred after their execution in 1793. The place was originally a burial-ground dependent upon the Church of the Madeleine. It was purchased by M. Descloseaux, and converted into an orchard, in order to save the royal remains from the fury of the populace. At the Restoration these remains were transported to Saint Denis and placed in the tombs of the kings. The commemorating chapel was erected by Louis XVIII. It contains statues of Louis XVI. and Marie Antoinette. The will of the king is inscribed in letters of gold on the pedestal of his statue. In a chapel below, an altar of gray marble marks the spot where Louis XVI. was buried. The building narrowly escaped destruction during the Commune of 1871.

HOTEL DE CLUNY, built during the latter portion of the 15th century by the abbots of Cluny, on the site of the ancient Roman *Palais des Thermes* (or Baths), was inhabited by Mary of England, widow of Louis XII. (the room of this princess still bears the name *Chambre de la Reine-Blanche*, owing to the custom of the queens of France to wear white mourning), by James V. of Scotland, Duke of Guise, Cardinal of Lorraine, and many others of equal note. It finally came into the possession of M. du Sommerard, a distinguished antiquarian, who formed here a valuable collection of objects of art of the Middle Ages, which was sold by his heir to the government in 1843, and since then it has been formed into a national museum of antiquities. In the great hall on the ground floor some beautiful specimens of Flemish tapestry are exhibited, which illustrate the history of David and Bathsheba. These relics formerly belonged to the marquises of Spinola, of Genoa. This museum should by all means be visited, as it possesses many objects of considerable interest.

The *chapel* is a *chef-d'œuvre* of ornamental sculpture. It is supported in the centre by a single octagonal pillar, covered with tracery. The chapel communicates with the garden of the ancient

Palais des Thermes, which was built by Constantius Chlorus toward the end of the 2d century. The only perfect part remaining is a vast hall, formerly the *frigidarium*, or chamber for cold baths. Next

to this hall is a small room which leads to the *tepidarium*, or chamber for warm baths. The water necessary for these baths was carried to its destination by an aqueduct, whose remains may still be found in the village d'Arcueil. The hall still remaining is filled with a great many objects of Roman sculpture, found in Paris at different times; among others, altars erected to Jupiter and discovered in 1711 under the choir of Notre Dame de Paris. Open to the public on Sundays and holidays from 11 to 4; and daily, except Mondays, from 11 to 4.30 to strangers. Catalogue, 2 fr.

Private Collections.—Besides the numerous museums of painting in Paris which are open to the public, there are many private collections which are well worth a visit, but it is in general difficult to procure admittance. Among the finest of these collections may be mentioned that of Baron James de Rothschild, of Baron Sellière, and many others of equal value.

The *Institute* was founded in 1795 by the Convention, and includes the *Académie Française*, the *Académie des Inscriptions et Belles-lettres*, the *Académie des Sciences*, the *Académie des Beaux-arts*, and the *Académie des Science-Morales*.

EDUCATIONAL ESTABLISHMENTS.

The *University of Paris*, founded by Charlemagne, and long one of the most celebrated in Europe, was suppressed at the Revolution, and an entirely new system of education adopted. At the head of this system is placed the *University of France*, which, properly speaking, is only a board of education, consisting of nine members, presided over by the Minister of Public Instruction as grand master, and having under him twenty-two inspectors general of studies. The most extensive school of Paris is the *Academy*, consisting of five faculties: *Science*, with ten ordinary and eight supplementary professorships; *Letters*, with twelve ordinary and seven supplementary; *Law*, with seventeen ordinary and eight supplementary; *Theology*, with six ordinary and five supplementary; and *Medicine*, with twenty-six ordinary. After the Academy come the *College de France*, with twenty-seven professors; the *College* attached to the *Musée d' Histoire Naturelle*, with fifteen; the colleges of *Louis le Grand*, *Bonaparte*, *St. Louis*, and *Charlemagne*, attended each by about 1000 pupils. The *Ecole Polytechnique*, established in the buildings of the old *College de Navarre*, a celebrated insti-

tution, in which the greatest mathematicians which France has produced have been teachers, and not a few of them have been formed. The *Ecole Centrale des Arts et Manufactures*, for the education of engineers, directors of manufactories, builders, etc. The *Ecole Normale*, for training professors of higher grade, and several *Ecoles Normales Élémentaires*, for ordinary male and female teachers. *Ecole des Ponts et Chaussées*, consisting of about 100 pupils, taken from the *Ecole Polytechnique* to be instructed in all the branches of civil engineering. *Ecole des Mines*, kept in the magnificent *Hôtel de Vendôme*, with a full complement of professors in every branch relating to mining operations, and a most valuable mineral museum, which fills fifteen rooms, and contains the geological collection of the Paris Museum, formed by Cuvier and Brongniart. *Ecole des Chartes*, a school for studying and deciphering ancient MSS. *Ecole des Langues Orientales Vivantes*, with seven professors. *Ecole de Pharmacie*, with ten professors and the sole power of licensing apothecaries, who can not practice until examined here. *Ecole gratuite de Dessin, de Mathématique, et de Sculpture d'Ornement*, a kind of mechanic institute. *Ecole spéciale gratuite de Dessin pour les Jeunes Personnes*, in which young women, intended for the arts or similar professions, have the means of studying figures, landscapes, flowers, etc. *Palais et Ecole des Beaux Arts*, in which gratuitous lectures on all subjects connected with the arts are given by twenty-one professors. *Ecole Vétérinaire*, a celebrated establishment, not in Paris, but at Alfort, in its vicinity. *Conservatoire de Musique et de Déclamation*, for the instruction of both sexes in music, singing, and declamation, by a numerous body of first-class professors, male and female, and numerous primary schools, superior, and infant schools.

The Sorbonne.—This institution was founded in 1253 by Robert de Sorbon as a school of theology. The present building was begun by Cardinal Richelieu, and has been enlarged at different times. It is the seat of three of the faculties of the Academy of Paris, Theology, Letters, and Sciences. In the chapel is the tomb of Cardinal Richelieu.

Palais and Ecole des Beaux Arts.—This beautiful building was commenced in 1720,

under Louis XVIII., but not completed until the year 1839. It is 240 feet long by 60 feet high. The apartments comprising the first floor are beautifully decorated. The school is divided into two sections; one of architecture, the other of painting and sculpture. Prizes are annually distributed to the pupils; those who receive grand prizes are sent to Rome for three years at the expense of the government. An exhibition of the works of the pupils, as well as of those sent by the students from Rome, takes place every year in September. The walls are adorned with some very fine paintings that have taken the prize at the exhibitions. This institution is well worth a visit from the traveler. Admittance may be obtained by an application to the porter from 10 to 4; a fee of about one franc is expected.

Bibliothèque Nation ale.—Length 540 feet, breadth 130, is situated on Rue Richelieu, and presents a lately erected elegant structure. It may be said that Louis XIV. was the founder of this library; it was under his reign, at least, that it was first thrown open to the public. Louis XIII. left some 18,000 volumes; at the death of Louis XIV. it contained 70,000 volumes. It now contains 1,400,000 volumes, 300,000 pamphlets, 125,000 manuscripts, 300,000 maps and charts, and 150,000 coins and medals. The collection of engravings amounts to the enormous number of 1,300,000. They are contained in some 10,000 volumes. The portraits amount to nearly 100,000. The manuscripts most worthy of mention are, Fénelon's *Télémaque* in his own handwriting; a manuscript of Josephus. Here you find also the prayer-book of St. Louis, and one that bears the signatures of Charles V., Charles IX., and Henry III., which belonged to them in succession. Autograph letters of Lord Byron, Franklin, Rousseau, Madame de Maintenon, Corneille, Racine, Molière, Mdlle. de la Vallière; letters from Henry IV. to Gabrielle d'Estrees, the arm-chair of King Dagobert, the armor of Francis I., the shield of Hannibal. In the reading-room the traveler will meet with crowds of the studious of all classes. No conversation is permitted, and visitors are obliged to provide their own pens and paper. Books may be taken

from the library by application to your ambassador. In a room adjoining the reading-room will be found the two globes presented to Louis XIV. by Cardinal d'Estrees; they are made of copper, and are nearly 36 feet in circumference. Amid the numerous curiosities of the library we perceive a beautiful vase made from the single tooth of an elephant and enriched with precious stones. Visitors are admitted on Tuesdays and Fridays, and students every day except Sundays and holidays.

Jardin des Plantes, Quai St. Bernard, opposite Pont d'Austerlitz.—At the earnest solicitation of Guy de la Brossé, physician to Louis XIII., the king was induced to found this magnificent establishment. In 1635 De la Brossé was appointed superintendent. It was originally intended only for a botanical garden, but the different superintendents added successively different branches of natural history. Buffon, the celebrated naturalist, was appointed in 1739. He founded the museum, green-houses, and hot-houses, to give the proper temperature suitable to each plant. He collected from all countries the most varied productions of nature. Other superintendents have added the Zoological, the Menagerie of Living Animals, the Library of Natural History, the Amphitheatres and Laboratories, where public lectures on every branch of science connected with natural history are given, from the months of April to September, by seventeen professors. The garden is under the control of the Minister of the Interior. Between two of the avenues are inclosures which form the Botanical Garden and School of Botany. Here you may see at a glance the nature of the different plants by the color

of the tickets attached. The black indicates poisonous plants; the red, medicinal; the green, alimentary; the yellow, ornamental; and the blue, those used in the arts. There are 1200 different specimens of botanical plants cultivated in this garden, and over 10,000 bags of seed distributed to professors for the purpose of propagation. The conservatories are well worth visiting. To obtain permission, apply to M. de Caisne at the establishment.

We visit next the *Menagerie*, one of the most extensive in the world, established here in 1794. It is divided into numerous compartments inclosed with iron railings. Here you perceive a spacious poultry-yard, in which are all kinds of geese and swans, not to speak of buffaloes: a menagerie of reptiles, containing crocodiles, alligators, lizards, boas; a menagerie of beasts of prey: here you have Bengal tigers, lions, bears, panthers, and hyenas; a very extensive family of monkeys, a large circular space provided with galleries, ropes, and ladders affording them every convenience for their comical evolutions, much to the amusement of the crowd. Near by you will perceive the young elephant sent from Soudan by Prince Halim Pacha. To witness the feeding of the animals, apply to M. le Directeur du Jardin des Plantes.

The *Museum of Natural History* is contained in a large range of buildings three stories high. It is considered as standing at the head of all institutions of this kind in Europe. A detailed account of this vast collection of specimens, in which almost every class of living beings has its representative preserved, would fill volumes, and require weeks to inspect in detail. The visitor's attention will at once be arrested, in entering the first series of rooms, by the statue of Nature. It is a beautiful female figure of white marble; her right hand hangs by her side, her left is raised to her breast, as if pressing the nourishment of her children from its exuberant fountain.

The *Museum of Comparative Anatomy* is considered the richest in the world. The admirable arrangement of this vast collection is due to the labors of Baron Cuvier. It consists of twelve rooms. The most interesting is that devoted to human skeletons. Here are skeletons of the human species from almost every nation and tribe under the sun, including mummies, dwarfs,

and monsters. Here you may perceive the difference between the full-breasted Englishman and the narrow-breasted Italian; the retreating forehead of the New Zealander and the tapering chest and sunken temples of the Egyptian. The twelfth room is filled with the skulls and casts of notorious characters, collected by the celebrated Dr. Gall. You are particularly struck with the majestic, high, and ample forehead of Bacon; the small but regular head of Voltaire, low in the forehead, but full in the region of the ears; Rousseau, with a benevolent, placid, but sorrowful expression. The Cabinet of Anthropology, the Gallery of Zoology, the Mineralogical and Geological Museum, which exceed over 60,000 specimens. The library and botanical gardens, do they not contain millions of specimens, and are there not catalogues published of the whole? They are all open on Sundays, Tuesdays, and Thursdays from 1 to 5, and on Saturday (with passport) from 11 to 2.

Conservatoire des Arts et Métiers.—This building is a part of the former monastery of *St. Martin des Champs*, founded by Henry I. in 1060, and which remained for a long time one of the largest and wealthiest of the Order of St. Benedict in France. In the thirteenth century it was surrounded by a wall and 21 towers, one of which still exists; but in 1789 the monastery was dissolved and the fortifications leveled. The *Conservatoire des Arts et Métiers* was established here in 1798 at the suggestion of M. Grégoire, bishop of Blois, and the repositories of machines at the Louvre, the *Hôtel de Mortagne*, and the *Rue de l'Université* were transported here. A gratuitous school of arts was established here in 1810, which has been since reorganized, and has received several additions. It is under the management of a council, with a director (General Morin) at its head, and has a regular staff of professors. The entrance is in the *Rue St. Martin*. The archway is profusely sculptured, and the entablature is supported by two caryatides representing Art and Science. On the frieze are the words *Agriculture, Commerce, Industrie*.

On entering the building we have on the right and left agricultural products, grain, seeds, models of fruits, etc., from all quarters of the globe. We next enter a vesti-

bule called the *Sal'e de l'Echo*, so constructed that a whisper may be heard from one end to the other. In this room is the model of the apparatus used in transporting the obelisk of Luxor. The hall to the left on entering contains a collection of the weights and measures of all the countries in the world. In the *Salle des Filatures* are looms and spinning machines of every description.

The *Chapel* is now filled with hydraulic machines, and is called the *Dépôt des Modèles*. A shaft worked by steam runs through it, and communicates motion to the different machines. In the nave is a large tank which supplies water necessary for the mills. A staircase leads to the upper story and to a gallery, in which are models of steam-engines, machinery for refining sugar, paper-making, wood-cutting, etc. In this room also is a specimen of the sheet-iron used in the construction of the *Great Eastern*. On our way down the gallery we find, on the left, a small room devoted to astronomical instruments. At the end of the gallery are six rooms, the first containing ornamental tiles, the next four contain specimens of glass bells and cylinders, pumps, lithographic presses, and one the celebrated Machine de Marly, that raised water for the fountains at Versailles. Two are devoted to optics and acoustics. There are several rooms running parallel to the main gallery, filled with instruments of natural philosophy. Another room is devoted to watch-making, and the apparatus and tools used in its manufacture.

Descending the staircase to the vestibule, we enter on the left the library (Bibliothèque), formerly the refectory of the convent. There are about 20,000 volumes in the library, on subjects connected with the arts and sciences. This room is a beautiful specimen of the Gothic architecture of the thirteenth century. In one end is the pulpit, from which prayers were read during the monastic meals, and the staircase in the wall leading to it. There are several paintings representing the arts and sciences; also one of St. Martin.

The Conservatoire des Arts et Métiers is open to the public on Sundays and Thursdays, from 10 to 4, gratuitously, and all other days, at the same hours, for the price of one franc. The lectures are all gratuitous.

L'Assistance Publique. — *L'Administration générale de l'Assistance Publique* was

charged, by a decree in 1849, with every thing relating to public charity. It is managed by a director and *Conseil de Surveillance* of 20 members.

Among the principal hospitals are the *Hôtel Dieu* (Place du Parvis Notre Dame), founded in 660 by Saint Landry, bishop of Paris, and enlarged by Philip Augustus. It was endowed by St. Louis, Henry IV., Louis XIV., and Louis XV. successively. It contains 828 beds, and receives the sick and wounded, except persons incurable, or afflicted with skin diseases. The old building will soon be pulled down, the spacious new *Hôtel Dieu* being very nearly completed.

La Charité (Rue Jacob, 47), founded in 1602 by Maria de Médicis, and considerably enlarged in 1864; 474 beds.

La Pitié, built in 1612 by order of Louis XIII.; 620 beds.

Among the hospitals for the treatment of special diseases are:

Saint Louis (Rue Bichat, 40 and 42), founded in 1604, by Henry IV., for the treatment of cutaneous diseases; 882 beds.

Hôpital du Midi (Rue des Capucins Saint Jacques, 15), established in 1785, in the ancient convent of the Capucins. Consecrated to the treatment of secret maladies (for men only); 336 beds.

Hôpital de Lourcine (Rue de Lourcine, 111) occupies a part of the ancient convent of the *Cordeliers*, founded in 1284 by Marguerite de Provence. It is devoted to the treatment of women afflicted with secret diseases; 276 beds.

Hôpital des Enfants Malades (Rue de Sèvres, 149) receives sick children of both sexes. It was founded in 1735 by Laurent de Gergy, curate of Saint Sulpice, and contains 698 beds.

Among the alms-houses are:

Hospice des Incurables (hommes) (Rue Popincourt, 66), founded in 1683 by Saint Vincent de Paul, and receives the poor at the age of 70, or those who, younger, are unable to work; 456 beds.

Hospice des Incurables (femmes) (Rue de Sèvres, 42) receives poor women at the age of 70, or those still younger who are unable to work; 690 beds.

Hospice des Enfants Assistés (Rue d'Enfer, 100) was founded by Saint Vincent de Paul. Foundlings are received here under the age of 12, and maintained until 21 years of age, if they are not reclaimed.

Institution Sainte Périne (4 Place Sainte Geneviève, at Anteuil) was founded in 1806 by M. Duchaila, for persons over 60 years of age of small income. An annual payment is required of 700 francs.

Hospice Devillas (Rue de Regard), founded by M. Devillas in 1832, receives aged persons afflicted with incurable diseases.

Hospice des Quinze-Vingts (28 Rue de Charenton) receives 300 blind persons at the age of 40, and for whom the means of subsistence are wanting. The husbands and wives of the blind are also admitted, together with their children.

Institution des Jeunes Aveugles (Boulevard des Invalides, 56), founded in 1784 by Valentine Haüy, and occupying, since 1843, a beautiful edifice, constructed by M. Philippon. This school receives 250 scholars of both sexes, whose studies continue during eight years.

Institution des Sourds Muets (Rue Saint Jacques) receives only children of the male sex, whose studies continue during eight years. Price, 1000 francs.

Orphelinat du Prince Impérial has for its object the relief of poor orphans, by giving them a suitable education and binding them apprentices to some trade. The sum paid for the board and lodging of an orphan is about 200 francs.

Société du Prince Impérial pour les Prêts de l'Enfance au Travail.—This society was founded by the Empress in 1862, for the purpose of advancing money to artisans and laborers, to enable them to buy tools, materials, etc., when in want of funds.

Mont de Piété.—This institution was founded in 1777 for the benefit of the hospitals and other charitable institutions, and enjoys the privilege of lending upon movables four fifths of the value of gold and silver articles, and two thirds of all other effects. The interest upon pledges is $9\frac{1}{2}$ per cent., and the interest must be paid entire, though the loan last but for a few days. The engagement is made for a year, but the borrower is free to anticipate his payments. The engagement can not be made for a sum exceeding 15 francs without the presentation of a passport and the identification of the borrower. A *caisse d'à comptes* enables borrowers to refund the sums advanced by instalments; 1 franc is received. After 14 months, if the duplicate be not renewed, the effects are sold,

and the surplus given to the owner, if applied for within three years, after which time it is given to the Administration de l'Assistance Publique. The general direction and the central bureau of the Mont de Piété are at No. 7 Rue de Paradis, and No. 18 Rue des Blancs Manteaux. There are also two branches; one No. 16 Rue Bonaparte, the other Rue des Amandiers Popincourt.

Établissements et œuvres en faveur de l'enfance.—There are several *crèches* open during the day, where children of poor persons are taken care of while their parents are at work. The principal *crèches* are at 148 Rue Saint Lazare, 182 Faubourg St. Honoré, 247 Rue Saint Honoré, 74 Rue Popincourt, besides numerous others in different parts of Paris.

Maison Eugène Napoléon (254 Rue du Faubourg Saint Antoine) was founded in 1853 by the Empress Eugénie. 300 poor young girls are boarded and educated here, under the care of the Sisters of Saint Vincent de Paul.

L'Asile des Petits Orphelins (Chaussée de Menilmontant) receives orphans of both sexes from 2 to 7 years of age.

L'Œuvre de Notre Dame des Sept Douleurs (Faubourg Saint Honoré) receives sick children, whose age prevents their entrance into the hospitals.

L'Œuvre des Petits Ramoneurs was founded in 1736. It is open every evening for the civil and religious instruction of chimney-sweepers.

MILITARY ESTABLISHMENTS.

Hôtel des Invalides.—This vast and splendid establishment was founded by Louis XIV. in 1670. Its object is to maintain at the expense of the nation the worn-out soldiers of France, giving them the comforts of a home in their declining days. The hotel is 612 feet front, four stories high, and lighted by 133 windows. It presents three pavilions: the one in the centre has a high door, over the arch of which is a bas-relief of the founder of the hotel on horseback. The entrance leads to a magnificent court-yard 315 feet long by 192 broad. It is surrounded by four piles of buildings, with central projections and elegant pavilions at the angles. The first desire of visitors is generally to see the refectories and kitchens. The refectories are

four in number, 150 feet long by 24 wide ; three are appropriated to sub-officers and privates, and one to officers. They each contain thirty tables, capable of seating twelve persons each ; they are mostly decorated with frescoes, representing towns conquered by Louis XIV. There are two kitchens adjoining—one for the officers, and one for the privates ; 3000 pounds of meat are cooked here daily. There is a spit capable of roasting 400 pounds at a time ; 1500 pounds of meat are generally boiled, and 1500 made into ragouts. The dormitories on the first and second stories are extensive, and admirably ventilated. The visitor should not fail, if here between the 1st of May and 15th of June, to obtain tickets to visit the *Galerie des plans et des Fortresses de France*. Here may be seen models over 200 feet square of many of the principal fortified cities of France ; the battle of Lodi and siege of Rome, executed in wood and plaster with great nicety. There is a fine library attached to the hotel, founded by Napoleon I., containing over 30,000 volumes, open from 9 to 3 except on Sundays. It contains a fine picture of Napoleon I. crossing Mount Saint Bernard, also one of Napoleon III. ; and the cannon ball by which Marshal Turenne was killed. West of the library is the *Council Chamber*, in which, and the adjoining *Salle d'Attente*, are numerous portraits of different marshals of France and governors of the hotel. The portrait of Prince Jerome while King of Westphalia was presented to the *Hôtel des Invalides* by Count d'Orsay. You now pass through a corridor (on some occasions you are obliged to go round on the outside of the hotel) to the church, which contains all the banners taken by the French in their wars with other nations arranged along on both sides of the nave. The church is 210 feet long by 66 high. On the piers of the arches, which are faced by Corinthian pilasters, are the names of different governors of the hotel, who are alone allowed to be buried in the nave, and have monuments erected in the church. The remains of Napoleon were temporarily placed here after being brought from Saint Helena. We now pass into the dome of the church, which is one of the first edifices which attracts the attention of the traveler. Its height to the top of the cross is 323 feet. The interior is circular, with

branches forming the nave and transept. The dome is lightly supported by eight arches, between which we perceive the beautifully painted ceiling. The tombs of Turenne and Vauban are placed opposite each other ; both groups are admirably executed. A winding staircase on each side of the high altar leads to the crypt containing the *Tomb of Napoleon I.* Over the entrance we find a quotation from the Emperor's will : "I desire that my ashes may repose on the banks of the Seine, in the midst of the French people whom I have ever loved." The pavement of the crypt is beautifully decorated with a crown of laurels in mosaic. On the balustrade surrounding the tomb are the names of Napoleon's principal victories, represented by twelve colossal statues by Pradier. The tomb is an immense monolith of porphyry, weighing 135,000 pounds ; it was polished by a powerful steam-engine. The sarcophagus is a single block, 12 feet long and 6 broad, resting on a pedestal of green granite. In the recess adjoining the crypt stands the statue of the Emperor, dressed in his imperial robes. Here, also, is the crown of gold voted by the town of Cherbourg ; the insignia he wore on state occasions, and the sword that he wore at the battle of Austerlitz. The whole expense of the tomb was nearly \$2,000,000. The hotel is under the direction of the Minister of War. The senior marshal of France is generally appointed governor, who receives a salary of \$8000 ; a general of division commandant, salary \$3000 ; and a colonel-major, with eight captains, and an adjutant, complete the command. Each man is allowed a quarter of a pound of meat, half a pound of bread, and a litre of wine. The *Hôtel des Invalides* is open daily from 10 to 4 o'clock : the church to the public on Thursdays, and to the stranger, with passport, on Mondays. The Museum of Artillery on Tuesdays, Thursdays, and Sundays, from 10 to 3. Some of the Invalides are always ready to conduct you : a tee of a franc is expected for a party.

At the southern side of the Champ de Mars stands the *Ecole Militaire*, created by Louis XV. for the education of young gentlemen whose parents were in reduced circumstances, or who had lost their fathers on the field of battle. A certain number were likewise admitted at the rate of \$400

per annum. The front toward the Champ de Mars is decorated with ten Corinthian columns, supporting an attic adorned with bas-reliefs, which is surmounted by a quadrangular dome. The principal entrance opens into the courts, which are surrounded now with barracks. The Military School was suppressed in 1788, since which time it has been occupied as barracks for infantry, cavalry, and artillery, and comfortably accommodates over 6000 men. For permission to visit the barracks, apply to the commandant of the first military division.

MILITARY HOSPITALS.

The *Val de Grâce*, Rue St. Jacques, includes the *Hôpital Militaire*, with 854 beds for soldiers and officers, surrounded by beautiful walks and gardens; the *Ecole de Médecine et de Pharmacie Militaire*; and the *Buanderie Centrale des Hôpitaux Militaires*.

L'hôpital du Gros Caillon (188 Rue St. Dominique) contains 630 beds for the sick.

L'hôpital Saint Martin (Rue du Faubourg Saint Martin) possesses 425 beds.

L'hôpital de Vincennes, constructed in 1856, contains 630 beds.

L'Arsenal, in the place of the same name, was enlarged by Francis I. and Henry II., and rebuilt by Charles IX. It includes the *Direction d'Artillerie de Paris* and the *Capsulerie*.

THE MARKETS.

The *Halles Centrales* were begun in 1851, from the designs and under the direction of M. Victor Baltard. They are not yet completed, but will be composed of twelve pavilions, six on each side of a boulevard now in construction. These markets were constructed to replace the old *Marché des Innocens*, which consisted of a mere set of huts, forming, however, for a long time, the central market of Paris. The pavilions are large, handsome sheds, under one immense roof of iron framing and glass covering. The whole cost of these buildings at their completion is estimated at 61,000,000 francs.

Halle au Blé is a vast market where all sorts of grain and flour are sold. It was built in 1767, and is a large circular building 126 feet in diameter, with an arcade of 25 arches passing around the inner area. The interior is a large rotunda surrounded

by a gallery, where the granaries may be seen. South of the building is a Doric column, erected in 1572 for Catharine de Medicis. It was intended for astrological purposes.

Halle aux Vins, Quai St. Bernard, near the Jardin des Plantes.—The wine-market of Paris has been established over 200 years. Napoleon I. ordered the construction of the present mammoth establishment. It occupies over 100 English acres, consisting of five streets, called after the different wine countries, viz., Rue de Bourgogne, Rue de Champagne, Rue de Bordeaux, Rue de Languedoc, and Rue de la Côte d'Or. There are 444 cellars and warehouses, capable of holding 450,000 casks of wine, 100,000 of brandy, and 400 of olive oil. The average number of casks that go and come daily is over 1500. Owners are not obliged to pay octroi duty while their wine remains in this bonded warehouse. Inferior wines and brandies may be found at the wharf opposite. The hall is open from sunrise until sunset.

Marché aux Fleurs.—There are four flower-markets; the *Marché du quai Napoleon et du quai aux Fleurs*, held Wednesdays and Saturdays; the *Marché de la Madeleine*, near the church of the same name, held on Tuesdays and Fridays; the *Marché de l'Esplanade du Chateau d'Eau*, opposite the barracks of the Prince Eugène, held on Mondays and Thursdays; and the *Marché Saint Sulpice*, on the place of the same name (Mondays and Thursdays).

Tattersall Français (22 Rue Beaujon). Public sale every Thursday of horses, carriages, and harnesses.

The slaughter-houses of Paris are at *la Villette*, where all the animals brought in the market of the same name are slain.

Artesian Well of Grenelle was commenced in 1834 by M. Mulot, engineer, and finished in 1841. This well was bored to the immense depth of 1800 feet. It raises its water over 100 feet above the surface of the earth, and is capable of yielding over 380,000 gallons per day.

Artesian Well of Passy yields about 3,000,000 gallons per day, and supplies the lakes in the Bois de Boulogne. It was

begun in 1855, and was bored to the depth of 1900 feet. Water was found in 1861.

Canal de l'Ouvecq was begun under the First Consul and finished in 1837. It commences at Marenil, about ten leagues from Paris, and falls into the Bassin de la Villette. Its length is 24 leagues. The canals *Saint Martin* and *Saint Denis* connect it with the Seine.

Sewers.—The system of sewerage has been very much perfected in Paris during the last ten years. There are six main galleries or collectors, with 15 secondary ones opening into them, which have also many smaller ones that cross the city in every direction. Three of these galleries are on the left and three on the right bank of the Seine. These collectors are united by a siphon under the bed of the Seine, near the Pont de la Concorde. Two subterranean canals, parallel with the banks of the Seine, carry the sewage to a distance of seven miles below the city.

The *Catacombs* of Paris are very interesting. Travelers are allowed to visit them every three months. They were originally immense quarries for procuring stone for building purposes, and increased to such an extent that one tenth of the present area of Paris is entirely undermined. Several houses having sunk in the faubourgs St. Jacques and St. Germain, the attention of the government was aroused, and the idea was conceived by M. Lenoir, Superintendent of Police, of converting these immense caverns into catacombs; the ceremony of consecrating them was performed on the 7th of April, 1786, and all the bones of the dead were collected from the various churches and cemeteries of Paris, where they had been accumulating for centuries, and deposited in these vaults; the bones were brought in funeral cars, followed by priests chanting the service of the dead. It is calculated that these vast caverns contain the remains of over 3,000,000 of human beings. The bones of the legs and arms are laid closely in order, with their ends outward, and at regular intervals skulls are interspersed in ranges, so as to present alternate rows of back and front parts of the heads. Occasionally we perceive apartments arranged like chapels, with skulls, arms, and legs. They contain numerous inscriptions; among others are the *Tombeau des Victimes*, the

Tombeau de la Revolution; the former the remains of those who perished in the frightful massacre of the 2d and 3d of September; the latter those who perished in the Revolution of 1789. There is a kind of disagreeable smell prevalent, and altogether the effect of the place is very oppressive, especially to persons of sensitive feelings. The principal entrance is at the Barrière d'Enfer; the staircase leading down to the Catacombs is composed of 90 steps. There are some sixty different entrances at various points, but this is the one generally entered by strangers.

The Cemeteries of Paris.—In 1790 a law was passed prohibiting the burying of the dead within churches; the enactment is principally attributable to Voltaire, who wrote and protested strongly against the habit as most pernicious. The cemeteries of Paris are three in number: Père la Chaise, Mont Parnassus, and Montmartre; in addition to which, there is one appropriated to the use of hospitals and criminals. *Père la Chaise* is named after a monk, who was confessor to Louis XIV., and resided on the spot. This was formerly the stronghold of Jesuitism, being their country residence for over 150 years. It is the largest burial-ground of the capital, and is beautifully situated in an undulating ground, surrounded by valleys. From the highest point a magnificent view of the city and its environs is obtained. This immense cemetery contains now over 20,000 tombs; many of them are great specimens of architecture; the most interesting is that of Abelard and Heloise, which stands on the first path to the right of the avenue. The principal monuments are that of La Fontaine, Molière, Princess Demidoff, General Foy, Kellermann, Visconti, Arago, the astronomer, Mademoiselle Duchesnois, the actress, Count Lavalette, Count de Rigny, General St. Cyr, Viscount de Martignac, Marshal Massena, Prince d'Essling. There is a pretty lot laid out as a garden, surrounded by an iron railing, but containing no monument: in it lie the remains of Marshal Ney; Beaumarchais, the dramatist; Béranger, the poet; Manuel, the orator; La Place, the astronomer; Marquis de Clermont-Gallerande. Ascending the hill, we see some very beautiful monuments, among which are those of Sydney Smith, Volney, and others well known to

fame; returning, we see the superb monument of M. Aguado, the rich financier; that of Madame de Diaz Santos; De Balzac, the novelist; Crozatier, the founder, who cast the statue of Napoleon which stands on the column in Vendôme; De Sèze, who defended Louis XVI. on his trial. In the cemetery is an inclosure devoted to the burial of Mohammedans: in it are interred the Prince of Oude and his mother. There is another devoted to the Jews: it contains the tomb of Rachel, the celebrated actress. East of the chapel is almost entirely devoted to eminent theatrical, musical, and poetical characters, such as Talma, Bellini, Rubini, etc. Taking this cemetery all together, it is one of the most beautiful and interesting spots in the world; here we see names which have shaken the whole world, and which the world will never forget. In summer it is a favorite place of resort both for strangers and Parisians: an omnibus leaves the Place du Palais Royal, in front of the Hôtel du Louvre, every quarter of an hour.

Cemetery Montmartre.—This was the first cemetery established in Paris: it is situated near the Butte Montmartre. It contains some very handsome monuments, among which are the chapel of the Countess Potocka, the obelisk erected to the memory of the Duchess of Montmorency, the tomb of Prince Ernest of Saxe-Cobourg, Nourrit of the Grand Opera, and Mdle. Jenny Colon, the actress. There is a handsome Jewish cemetery separated from the other by a wall.

A visit should be made to the studio of the celebrated historical painter Armand Dumaresq, who has become so popular in America by his famous paintings of the "Declaration of Independence," the "Surrender of Yorktown," "Battle of Saratoga," etc. Mr. Dumaresq is also noted for his excellent portraits. Among the most celebrated are those of Mr. Evarts, Secretary of State; Mr. Caleb Cushing, Minister to Spain; Marshal MacMahon, President of the French Republic; Marshal Vaillant; Mr. George Berger, etc., etc. Mr. Dumaresq, whose studio is No. 3 Rue d'Offément, is a most agreeable and amiable man; he has been decorated with the Legion of Honor, and speaks English fluently.

As nearly every lady traveler who visits Paris expends a large sum in laces and India shawls, either for herself or friends, it is a duty we owe them to make them acquainted with the most responsible establishments in that trade. The reputation of the Compagnie des Indes is such that numerous houses have been established in their vicinity with nearly corresponding names, similar to the John Maria Farina at Cologne. Travelers should keep a wary eye on commissioners and valet-de-places. This is probably the only house in Paris which pays no commissions to *any* one. The Compagnie des Indes manufactures its own laces from its own designs, and

keep two French agents permanently in India, one at Kachmyr, the other at Umritzur. This situation assures them the direct provision and the first of all the new styles, makes them ready to profit by all favorable variations in the market and by advantageous occasions, and gives them also the choice of the best patterns, which they obtain exclusively.

We may well say that nearly all the purchase of India shawls, whether at wholesale or retail, is now concentrated in this house, on account of the variety of assortments and prices, and also of the perfection with which the shawls are finished.

These Cachemires are made in pieces in India, with the seams badly joined, incomplete designs, are badly put together, creased and puckered in the tissue, etc. The Compagnie des Indes has made it a specialty, a particular art, to correct these faults, and to give to the Indian Cachemire all the perfection which an industry of such high taste requires.

The Compagnie des Indes possesses, also, four manufactories of laces: at Alençon, at Caen, at Bayeux, and at Brussels. In this last city, the great centre of all the fabrication of laces in Belgium, where for the last fifteen years the Compagnie des Indes has possessed an extensive manufactory, a new house of sale has lately been established by Messrs. Verdé Delisle & Cie., directors of this establishment, in the finest part of the city, No. 1. Rue de la Régence, opposite the palace of the Duke of Brabant.

The jury of the Paris Exposition of 1867 gave the golden medal and the Cross of the Legion of Honor to the chief of this house, with this mention in the *Momir* ur: "*Exceptional superiority in the fabrication of laces.*" It is known that to obtain these rare distinctions great fineness and great finish in the work do not suffice, for these can be reached by any fabricator, and is merely a matter of money; what the jury particularly rewards is the superiority of design, the artistical perfection of the work, the invention, the progress.

One of the great advantages of this house, and what chiefly recommends it to us, is the perfect security for the purchaser, the prices being really fixed and marked in characters that are known.

Admirers of artistic bronzes, classic, ancient and modern, and of reproductions of the most celebrated French sculptors, will be well repaid a visit to the show-rooms of *Messrs. Susse Frères*, 31 Place de la Bourse.

Families or gentlemen giving soirées, receptions, or dinner-parties will find the *Maison du Friand, Pötel & Chabot*, 28 Rue Vivienne, and 25 Boulevard des Italiens, the best in Paris. It has for many years sustained the first reputation. Every edible in season may be obtained here, and at most reasonable prices.

Belvallette Brothers, 24 Avenue des Champs Elysées, are among the first manufacturers of carriages in Paris. This house received first-class medals at the Universal Expositions of 1851, 1855, and 1862, and the Cross of the Legion of Honor and first gold medal in 1867. One of the first journals of Paris, in its visit to the *Exposition Maritime et Fluviale*, speaking of this house, says: "We must first cite *M.M. Belvallette frères*, who are classed the first among the best carriage manufacturers of the capital. Their reputation is already made, and their luxurious carriages, so much appreciated by true connoisseurs, possess a real elegance and distinction which justifies the success they have obtained at home and abroad." This house had on exhibition several carriages, one of which was a magnificent mail-coach: its elegance of design was only equalled by its perfect finish. Another was a charming landaulet; an elegant coupé, which could be transformed into a beautiful Victoria with surprising facility. Another landaulet with four places, for one horse, attracted much attention.

We wish to give special advice to travelers who purpose going into apartments in Paris for a few months or more. Never, under any consideration, hire your linen. The rent for a few months will buy any thing you want. There is an immense establishment in Paris, *Grande Maison de Blanc*, 6 Boulevard des Capucines, where all articles used by housekeepers in the linen line are sold for about half the ordinary prices, for the simple reason that this house has its own manufactory in nearly every department of goods: for instance, at Tarare (Rhône) it has a manufactory of lace window-curtains, in which 800 persons

are employed; at Paris, a factory of sheeting; and of table and toilet linen, handkerchiefs, etc., while its assortment of trousseaux, its layettes, and every article relating to young children's wear, white robes, etc., are immense.

Gloves, Fans, Perfumery, etc.—The *Ganterie René*, 30 Bd. des Italiens, next to the Grand Opera, is one of the favorite houses in Paris in this branch of business. All goods (special attention being paid to gloves) are of the very best quality, sold at moderate prices, and warranted to suit; the fact of the proprietor having for years managed the glove departments of the two largest houses in Paris is a guarantee of satisfaction.

American travelers will find the house of L'Herbette, Kane, & Co., No. 19 Rue Scribe, of great convenience in forwarding goods either to America or the different European cities, their facilities being great. They are agents for the different lines of steamers between Havre and New York, as well as for the line for Bremen, also bankers' agents for Wells, Fargo, & Co. They issue letters of credit on the different European bankers, and have a house in Havre for the purpose of facilitating their business.

Dr. W. E. Johnson, the celebrated American physician, has his rooms quite near the Grand Hotel, No. 10 Boulevard Malesherbes.

Stationery and Articles de Luxe.—One of the first houses in Paris is certainly Love and Harvey's, 35 Boulevard des Capucines, opposite the Rue Scribe; traveling-bags, English articles in electro-plate, *maroquinerie*, etc.

Not far from the Grand Hotel is the establishment of Mr. Woodman, No. 16 Rue Halévy, who stands at the head of the American and English tailoring profession in Paris.

One of the most celebrated names in the science of dentistry is, undoubtedly, that of Mr. A. Preterre, the American dentist, whose extensive establishment is situated at No. 29 Boulevard des Italiens. Mr. Preterre is a laureate of the Faculty of Medicine of Paris; and among the numerous awards granted him can be mentioned the only gold medals of the Universal Exhibitions of 1867 and 1878 at Paris; he has branch establishments at Nice, Cannes, and

Mentone. His hours of consultation are from 11 to 3.

The most fashionable establishment for hats is the *Maison Anglaise*, No. 1 Place de l'Opéra, nearly in front of the Grand Hotel, the New Opera House, and Washington Club. The house is furnisher to the latter. In addition to their own hats, they are agents for the principal London houses, including the celebrated ladies' hats manufactured by Mrs. Brown.

For every kind of medicine we recommend travelers to Swann, 12 Rue Castiglione, an English chemist, who has had the patronage of the United States ambassadors and principal American families in Paris for upward of twenty years.

Couriers.—It is very difficult to find a good, honest, and competent courier. From a knowledge of twenty years, we can most heartily recommend Wm. Knapp, 3 Rue D'Alger, as a highly intelligent and faithful man, with large experience.

August Klein's celebrated establishment at 6 Boulevard des Capucines, is one of the sights of Paris; bronzes, leather articles *de luxe* and for travelling, ivory carvings, etc., from Vienna are to be seen in the greatest richness and variety.

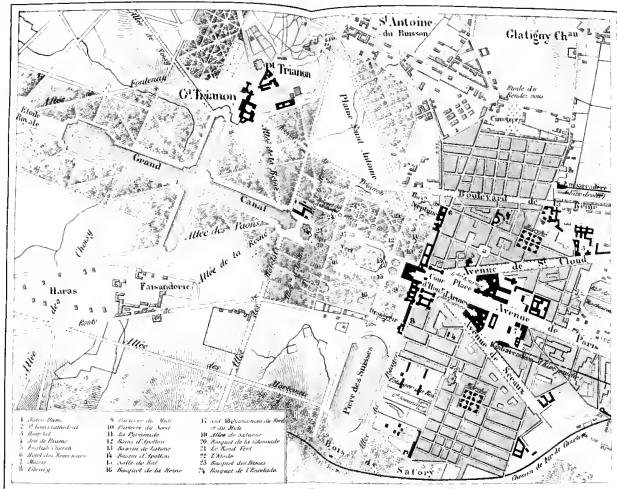
A visit should be paid to the establishment of Mr. Th. Jones, 23 Boulevard des Capucines, where English dressing-cases, leather goods, brushes, smelling-bottles, and traveling-bags, are kept in great variety. Also the finest kinds of perfumery, among which is Jones's celebrated "Fluide Iatif." The address of the London house is 41 St. James Street, W.

Among the first *tailoring establishments* in Paris is that of Messrs. Ch. Frees & Hooper, successors to Ehrendall, 20 Rue de la Chaussée d'Antin, where, in addition to a great choice in the latest novelties of the season, fitting receives the greatest attention, and promptness is guaranteed in delivery of orders.

Few travelers will leave Paris without visiting the establishment of Tiffany & Co., 36 Avenue de l'Opéra, where visitors are always welcome. This well-known New York house keeps here large collections of diamonds, pearls, and colored gems, and selections can be made from paper or in settings. Of their own make

Lat

VERSAILLES.



of silverware, so much appreciated for gifts in Europe, they also have a large selection. Articles bought at this store can be packed and shipped to the care of their New York house, and thence forwarded to any part of the United States, and buyers have the satisfaction of purchasing of a house that either at home or here is a guarantee of excellence.

VERSAILLES.

The most interesting town in the environs of Paris is decidedly that of *Versailles*. It lies twelve miles southwest of the capital. Previous to the reign of Louis XIV. Versailles was used as a hunting-station. About the middle of the seventeenth century that monarch became tired of St. Germain's, then the residence of the court, and determined to build a palace that would command the admiration of Europe. The works were commenced in 1660. The architect Levan was the designer. Le Notre was employed to lay out the gardens and grounds, and Le Brun to paint the apartments. In order to obtain sufficient room, the whole of the surrounding country to an extent of sixty miles in circumference was purchased; hills were leveled or elevated, and valleys excavated or filled up; to perfect the landscape, water was brought from an immense distance to supply the reservoirs and fountains. The actual expense of the whole of this stupendous undertaking was over *two hundred millions of dollars!* The whole court removed here in 1681, and it was the residence of the different monarchs up to 1789. There is no doubt that the enormous amount first expended, and that required to keep up such a court, impoverished the country, and was the principal cause of the first revolution in 1789. Before that time the population of Versailles was over 100,000; now it scarcely numbers 30,000. The number of persons, however, who visit the town on Sundays and fête-days, when the *Grandes Eaux* or *Petites Eaux* play, is very large.

Versailles is divided into two quarters, Quarter *St. Louis* and Quarter *Nôtre Dame*. The former is noticed for its splendid Cathedral Church of St. Louis; the latter for its fine church, streets, and splendid edifices; also an excellent statue of General Hoche, in Place Hoche. As the visitor approaches the palace, his attention is arrested by the magnificent *Place d'Armes*. On the eastern side are situated the cavalry barracks, formerly the king's stables. They are built of hewn stone, and inclosed by iron railings. From the *Place d'Armes* we ascend directly to the main buildings. As seen from the court, the palace appears an

intricate and interminable mass of buildings. It is almost impossible to describe the splendor of the palace and its dependencies. We shall merely mention the principal portions of this magnificent structure, referring the reader to an interesting work written by M. Gavard, entitled *The Palace of Versailles*.

After passing from the eastern to the western or garden front, you begin to appreciate the vastness of the whole structure. The western façade is nearly sixteen hundred feet, or over one quarter of a mile in length. This great façade is broken by a central projection of 300 feet front, the whole relieved by numerous porticoes, statues, and columns. The traveler is astonished with the countless groups of statuary which adorn the avenues, and the numerous fountains that meet him on every hand. At all the angles are beautiful vases in white marble. Immediately in front of the central projection lies the *Parterre d'Eau*, consisting of two oblong basins surrounded by twenty-four bronze groups. From the centre of each rise jets of water in the shape of a basket. Opposite the southern wing of the palace is the *Parterre du Midi*, containing two basins of white marble. On the side nearest the palace is situated a bronze statue of Napoleon.

The small Orangery, below the level of the terrace, contains the equestrian statue of the Duke of Orleans, son of Louis Philippe, who was thrown from his carriage and killed. Close by stands the celebrated orange-tree which was part of the property of the Constable of Bourbon. Leonora, wife of Charles III., king of Navarre, planted it in 1421: it has now been flourishing upward of 440 years, and is still in the height of its vigor. In front of the northern wing of the palace lies the *Parterre du Nord*. It is separated from the *Parterre d'Eau* by a wall, ornamented by bronze vases cast by Duval. The terrace is adorned with flower-beds and two fountains, that of the *Crowns* and the *Pyramid*; the first so called from the water issuing from crowns of laurel; the last, from the basins rising one above the other in a pyramidal form. Below the basin of the Pyramid are the *Baths of Diana*, the centre of which represents the nymphs of Diana at bath. North of this bath lie the basins of *Nep-*

tune and the *Dragon*. The former is the largest and most beautiful fountain at Versailles. It cost over \$300,000; it is only played on state occasions, as the expense is over \$2000 for every occasion. The small fountains play every other Sunday; when the large ones play, it is announced in the French journals.

Returning again by the *Parterre du Nord*, we arrive at the *Bassine Latone*, immediately in front of the entrance to the palace. North of this fountain are two flower-gardens, each adorned with a fountain. Then comes a lawn, called "*Tapis Vert*," which extends from the *Bassin Latone* to the *Bassin d'Apollon*, the largest, next to that of Neptune, at Versailles. The God of Day is here represented drawn by four horses, surrounded by dolphins, tritons, and sea-monsters. Within the grounds are lakes embowered in groves, where float beautiful boats and little ships.

At the extremity of the park we perceive the beautiful villa, *Le Grand Trianon*, built for Madam de Maintenon, a favorite mistress of Louis XIV. In one of the saloons, the *Galérie du Palais*, formerly occupied as the dining-room of Louis Philippe, are some very beautiful paintings, by Boucher, Bidault, Thomas, and Roger. The apartments formerly occupied by the Dukes of Orleans and Nemours, and before them by Napoleon I., are very splendid. They were intended for the use of Queen Victoria during her proposed visit to Louis Philippe. In the *Cabinet de la Reine*, which is most richly furnished, we see the same bed which was formerly occupied by Josephine. This villa was a favorite residence of Louis XIV., Louis XV., and Louis XVI.; also of Napoleon I. The decorations of all the apartments are very rich and splendid, and they abound in valuable paintings and choice pieces of sculpture. The grounds and gardens are laid out in imitation of those of Versailles. The traveler, on his way to visit the *Petit Trianon*, will pass the building where the state carriages are kept. Here may be seen four sledges owned by Louis XIV.; the carriage used by Napoleon as First Consul; the one used for the coronation of Charles XII., which is the same used by the present Emperor, being newly decorated for that purpose; also the one used for the baptism of the King of Rome, the baptism of Prince

Eugene, and the marriage of the present Empress.

We now arrive at the *Petit Trianon*. This mansion was built by Louis XV. for his mistress, Madam du Barri: the building is only 70 feet square. On the first floor is a drawing-room, dining-room, billiard-room, boudoir, bedchamber, dressing-room, and antechamber; the second floor is used for domestics. In the garden is a beautiful little theatre formerly used by the court; also a Swiss cottage erected by Marie Antoinette. Both the Trianons may be seen every day except Friday. A small fee is expected, especially on showing the state carriages.

We now return to the *Palace*. At the entrance, near the chapel, is an office where guides may be hired for one franc an hour. We must heartily recommend them, even if you have your courier, as much time may be saved in using their services. The palace is open every day except Mondays. Among the many historical collections contained in this immense palace, we will mention only a few of the principal. In the gallery of statuary, the most interesting is the statue of Joan of Arc, by the late Princess Maria, duchess of Würtemberg; also one in white marble, by Pradier, of the late Duke of Orleans. In the *Salle de Constantin* is a splendid picture, the Taking of Constantinople, by Horace Vernet; the Surprise of Abdel Kader's Smala, by the same artist; also many scenes from the Crimean War, including the storming of Malakoff and Sevastopol. At the extremity of the north wing we find the *Salle de l'Opera*, properly decorated with mirrors and chandeliers. Attached to the Royal box of the theatre is the *Foyer du Roi*, where the court generally partook of refreshments between the acts. At the ball given to Queen Victoria during her visit in 1855, the pit of the theatre was boarded over, and 400 hundred guests sat down to supper. The royal party, composed of the Emperor and Empress, Queen Victoria and the Prince Consort, Prince Napoleon, Princess Mathilde, the Prince of Wales and the Princess Royal, and the Prince of Bavaria, sat down in the Emperor's box. The theatre has lately been used for the sittings of the National Assembly.

Close to the theatre is a gallery containing statues and busts of the principal per-

sonages of France up to the middle of the seventeenth century. Adjoining is the *Salle des Croisades*, containing pictures of battles fought in the Holy Land during the Crusades; also monumental tombs of grand masters of the Order of St. John of Jerusalem. In one of the rooms are the cedar gates of the Hospital of the Knights of St. John in the island of Rhodes: they were presented to the Prince de Joinville by Sultan Mahmoud in 1836. Ascending to the attic story, we find a room containing portraits of the celebrated literary men of France: opposite are a number of rooms containing historical portraits, coins, medals, etc.

Descending again to the gallery of the reign of Louis Philippe, containing historical paintings up to the Revolution of 1830, we now enter into the *Grands Appartements*, which occupy the whole of the first floor of the central projection facing the garden. Those on the north were occupied by the king, those on the south by the queen. They are all ornamented with paintings illustrative of the life of Louis XIV. Nearly adjoining are the *Salle des Etats Généraux*, the *Salle de l'Abondance*, *Salon de Venus*; the last contains the Three Graces by Pradier; the *Salon de Diane*, in which there is a handsome portrait of Maria Theresa of Austria. Next is the *Salon de Mars*, formerly used as a ballroom: adjoining this is the *Salon de Mercure*: it has a beautiful ceiling, painted by Philippe of Champagne, and was once occupied as the state bedroom. Next is the *Throne-room*, or *Salon d'Apollon*. On the occasion of Queen Victoria's visit to the Emperor in 1856, this saloon was used as the ballroom, and was most brilliantly illuminated. The Emperor opened the ball with Queen Victoria in a quadrille.

We now pass through the *Salon de la Guerre* and *Salon de la Paix* into one of the most splendid rooms in the world, the *Grande Galerie de Louis XIV.*, measuring 242 feet in length, 43 feet high, and 35 feet broad. The ceiling is beautifully decorated by Le Brun; the walls are ornamented with Corinthian pilasters of red marble; in the niches are statues of Venus and Adonis, Mercury and Minerva. To the left of this hall lie the *private apartments* and the *reserved apartments* of the king. From the window of one of these apart-

ments—*Cabinet des Chasses*—the royal family usually sat to see the hunters return from the chase, and the game counted in the cour des cerfs below. The door adjoining this window is the one which admitted Madam du Barri from her apartments above to the chamber of Louis XV. One of the most beautiful rooms, in fact, the gem of the palace, is the sleeping-chamber of Louis XIV.: the bed on which the great king died is still here. The walls are adorned with portraits of different members of the royal family, and the ceiling covered with a painting, by Paul Veronese, taken from the Doge's palace at Venice by Napoleon I. This room also contains a copy of the crown of Charlemagne.

Passing through a very beautiful room, called the Salon de la Paix, we enter the Chamber à Coucher of Marie Antoinette. This room was successively occupied by the three Marias: Maria Theresa, queen of Louis XIV., Maria Leczinska, queen of Louis XV., and Marie Antoinette, queen of Louis XVI. The unfortunate Marie Antoinette was asleep in this room on the night of the 5th October, 1789, when the mob burst into the palace. She made her escape through a small corridor leading to the grand antechamber of the king. In this room she gave birth to the Duchess d'Angoulême. The queen's state apartments end with the Salon de Grande Couvert de la Reine and the Salle des Valets de pied de la Reine; the last made notorious as being the spot on which the queen's guards were butchered.

Leading from the escalier de marbre—which is considered the most magnificent in France—is the Salle du Sacre. This saloon contains David's celebrated picture of the Coronation of Napoleon, for which he received \$20,000. It also contains, in addition to several other valuable paintings, Napoleon's Distribution of the Eagles to the Legions. After passing through two small rooms, which were formerly the chapel of Louis XIII., or on the site of the chapel, we enter one of the most interesting saloons of the palace: it is called Salle d: 1782, and contains portraits of all the heroes of the Revolution of 1789, representing many as before and after the establishment of the Empire. In passing from the Salle de 1782 to the southern

wing of the palace, we notice in the Escalier des Princes three fine marble statues, one of Napoleon I., one of Louis Philippe, and one of Louis XIV. Descending the stairs we enter the Salle Napoleon, containing statues and busts of the Napoleon family. Then follows the Galerie de l'Empire, containing pictorial illustrations of the times of Napoleon I. In passing into a gallery which runs behind the last, and which contains busts of all the celebrated generals between 1789 and 1815, we see a magnificent marble statue of General Hoche, by Milhomme.

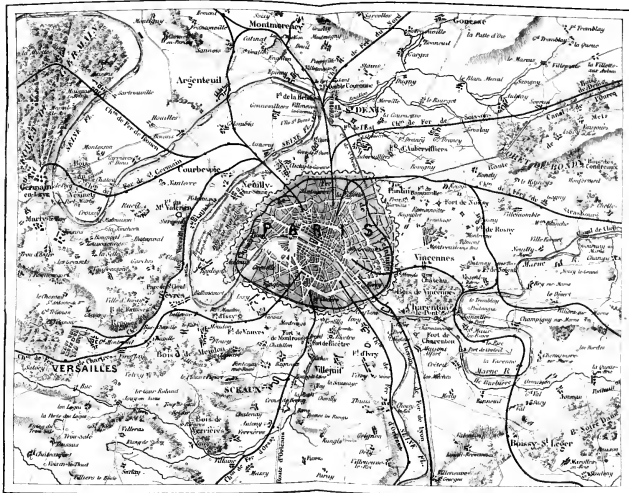
After visiting the Galeries des Marines and Galeries des Tombeaux, we enter into the Grande Galerie des Batailles. This splendid gallery, 400 feet long, is devoted to pictures representing the great battles of France, from the fifth up to the nineteenth century: here may be seen many of the works of Horace Vernet, Gerard, David, and many other of France's greatest artists. Adjoining is the Salle de 1830, illustrating the principal events of that revolution. Immediately behind these rooms is an immense gallery filled with statues and busts of celebrated personages.

From this gallery we ascend to the *Attique du Midi*: this suite of rooms is devoted to historical portraits. In the 4th room Americans will recognize portraits of their countrymen, Henry Clay, Daniel Webster, Andrew Jackson, and James K. Polk. Next to this gallery we have a very interesting room, containing views of the *Royal Residences*. After descending the magnificent *Escalier de Marbre*, the niches of which are filled with busts and statues of eminent men, we enter on the ground floor a series of fourteen rooms, devoted to portraits of celebrated warriors, admirals, and marshals of France. From here we must peep into the *Galerie des Rois de France*, which contains the portraits of all the kings of France, from Pharamond to Louis Philippe. There are numerous smaller apartments, which, if the visitor have ample time, he might inspect; but if he have but one day to "do" Versailles, he will now feel like adjourning to the Hôtel de France, and partaking of a very excellent dinner.

FONTAINEBLEAU.

Next to Versailles in importance is the

ENVIRONS OF PARIS



handsome town of *Fontainebleau*. The name is derived from a delicious spring of water found on the site of the present town over one thousand years since, and named by the thirsty huntsmen *Fontaine Belle Eau*. The present town, containing a population of 10,000 inhabitants, owes its formation to the chateau or palace, which was one of the most ancient royal residences of France. The town is situated about forty-two miles southeast from Paris, and may be reached in one hour and forty minutes by the Lyons Railway. Omnibuses are at the station to convey you to the town; but to see the scenery of the forest a carriage must be employed, and a bargain made beforehand. The usual price is, for carriages, 12 francs per day; saddle-horses, 6 f.; donkeys, 2 f.

It is difficult to fix the date of the first royal residence here with any degree of certainty. It is certain that Louis VII. resided here in the 12th century. The present chateau was commenced by Francis I. in the 16th century. It was repaired by Henri IV., at a cost of \$500,000. Napoleon I. spent \$1,200,000; and in 1831 Louis Philippe had it completely restored at an enormous expense. It has been the theatre of some of the most remarkable events of French history. Here it was that Napoleon signed his abdication in the presence of the remnants of his imperial guards. The divorce between the Emperor and Josephine was pronounced here. In 1812 Napoleon retained Pope Pius VII. captive in this palace for the space of eighteen months. Charles IV., king of Spain, who was dethroned by Napoleon, was detained a captive here for twenty-four days. Queen Christine of Sweden had her secretary, Monaldeschi, assassinated here by her orders. In 1686 Louis XIV. here signed the revocation of the Edict of Nantes. The great Condé died here at the age of 66. Here, in 1765, the only son of Louis XV. fell a victim to poison.

Although the palace is not very imposing externally, it is of immense extent, inclosing four different courts. The principal one, formerly known as the *Cour du Cheval Blanc*, but now as the *Cour des Adieux*—so called from Napoleon, in the centre of this court, having taken leave of the remnant of his Old Guard, who had followed him through all adversity up to

the time he took his departure for Elba. The event has been commemorated by the celebrated picture "Les Adieux des Fontainebleau." An inscription in the court also records the affecting scene.

One of the principal apartments in the palace is the *Galerie de François I.* It was built in 1530 by the king whose name it bears. Its ceiling and wainscoting are of oak, covered with beautiful gilded sculptures. The walls are frescoed, and surrounded with bas-reliefs. Next follows the *Appartements des Reines-Mères*. These were the apartments occupied by Pius VII. while detained by his imperial jailer; they are beautifully adorned with specimens of Gobelin tapestry. They comprise the *Salon d'Attente*, *Salle de Reception*, and *Chambre à Coucher*—this last was the nuptial chamber of the Duchess of Orleans; *Cabinet de Toilette* and *Cabinet de Travail de Pius VII.*; this last leads into the bed-chamber of Anne of Austria. This room is elaborately carved and gilt; it is the same occupied by the Emperor Charles V. when he visited Francis I. in the 16th century. It was in this room that Napoleon I. tried to persuade Pope Pius VII. to resign his temporal power.

By the private staircase we arrive at the private apartments, comprising the *Antechambre*, *Cabinet Particulier*, *Cabinet du Secrétaire*, *Cabinet de Travail*, and *Salle des Bains*. In the cabinet particulier the Emperor signed his abdication. The table upon which he signed it is now covered over with a glass case to protect it from the sacrilegious relic-hunter. The *Salle du Trône* is a splendidly decorated apartment. From the ceiling hangs a magnificent lustre of rock-crystal, worth \$25,000. It also contains the table on which the Marshals of France formerly took the oath of allegiance, and a very correct portrait of Louis XIII. by Philippe de Champagne. Adjoining the throne-room is a boudoir, formerly occupied by the unfortunate Marie Antoinette. The ceiling is exquisitely painted by Barthelémy, and represents Aurora. In the centre of the floor may be seen the cipher of Marie Antoinette. The window-fastenings were all manufactured by her husband, Louis XVI. The next room was her *chambre à coucher*; it has been successively occupied by Maria Louisa and Maria Amélie.

The most magnificent apartment in the palace is the *Salle du Bal*, or *Galerie de Henri II.* Every where appears the crescent of Diana of Poitiers linked with that of her royal lover. The ornaments throughout are most imposing. The *Galerie des Colonnes*, corresponding in dimensions to the *Salle du Bal*, was formerly used as a dining-room. The marriage of the Duke of Orleans was celebrated here in 1837, when it was redeccorated in the most gorgeous manner.

There are numerous other scenes in the palace well worth visiting, such as *Salle de Louis XIII.*, that celebrated monarch having been born there, *Salle des Gardes*, etc., etc.; and some are not visible without special permission, such as the apartments of Madam de Maintenon. It was in these apartments that the Spanish deputies offered Louis XIV. the crown of Spain for his grandson Philip. The *Appartements de la Neuve*, formerly occupied by the Princess Borghese, have been transformed into a beautiful little theatre. *Les Petits Appartements*, formerly occupied by Maria Louisa: in one of these rooms is an inscription pointing out the place where the unfortunate secretary of Queen Christine of Sweden was murdered by order of his mistress. It is also necessary to procure a special permission to visit the library, which is well worth seeing. A fee of about 2 francs is expected by the person showing the palace.

In the *Park and Gardens*, the objects most worthy of notice are, first, *L'Etang*, or great pond, famous for its carp, which are of enormous size and great age. In the middle of the pond is a beautiful pavilion, constructed by François I. There is a canal 120 feet broad and 4000 long, which traverses the whole extent of the park. It is fed by springs from the garden. Here may be seen the famous Chasselas grapes; the vines cover a wall nearly a mile long. They were introduced by François I. The *Forest of Fontainebleau* contains over 40,000 acres, and is sixty-three miles in circumference. It is principally covered with broom-heath and underwood, although it contains many groves of oak, beech, and black firs. The finest point of view in the whole forest is from Fort de l'Empereur, distant some two miles from the palace, to which place you should by all means drive.

The forest is intersected with roads radiating in all directions. On the principal route stands an obelisk, where it is said the "spectral black huntsman" who haunts the woods appeared to Henri IV. immediately preceding his assassination. If you have no courier with you, it would be well to engage a good, intelligent valet de place, and he may be found on the spot. The *Hôtel de France*, facing the palace, is very good, and an excellent dinner may be there obtained, or *H. d'Angleterre*.

Returning to Paris, you pass through the old town of *Melun*; it was besieged and taken by the English in 1620. It now contains 8000 inhabitants.

Malmaison is situated about ten miles from Paris. It is reached by the *Chemin de Fer l'Ouest* from the *St. Lazare* station to *Rueil*, where carriages will be found to convey you to the place. This was the favorite residence of the Empress Josephine, who died here on the 29th of May, 1814. It was here that Napoleon planned some of his greatest campaigns. He also spent five days here after his second abdication. Nearly all the pleasure-grounds have been cut up and sold for lots. The Empress Josephine's remains were interred in the town of *Rueil*, close by. Her son Eugene, and daughter Hortense, mother of the late Emperor, erected a beautiful monument to her memory. It is of white marble, executed by Cartellier. It consists of an arch supported by four columns resting on a basement. The Empress is kneeling in the act of prayer. An inscription is on the basement, "*A Josephine, Eugene et Hortense.*" Opposite to this stands the monument erected by the present Emperor to his mother. It is likewise of white marble, and of nearly the same design as the other. It represents the queen kneeling. On the basement is the inscription, "*A la Reine Hortense, son fils Napoleon III.*" The little church which contains these monuments is quite ancient, having been built in the year 1584, at the expense of Cardinal Richelieu. To visit the church, you take the *St. Germain Railroad*. From the road to the village the distance is about half a mile. About half a league farther on is situated *Maison Lafitte*, a beautiful chateau by Mansard. It was presented by Napoleon I. to the Duke de Montebello,

and was afterward purchased by M. La-fitte. It was in this house that Voltaire wrote "Zaire," and came near losing his life with the small-pox.

St. Cloud, celebrated as the summer residence of the late Emperor, is situated about six miles west of Paris. The palace was completely destroyed during the late war, being set on fire and burnt by French shells in dislodging the enemy, October 13, 1870. St. Cloud may be reached by railway (rive droite). Be certain to take your seat on the left side of the carriage, otherwise you will miss many superb views. The original name of St. Cloud was Novigentum; but *Clodoald*, grandson of Clovis, when his brothers were murdered by his uncle Clo-taire, escaped to this place, concealed himself in the woods, and lived as a hermit. After his death he was canonized, and the former name changed to St. Cloud. Mansard designed the chateau, which was built originally for Jerome de Gondy, a financier of Paris, in 1658. Louis XIV. bought it, and presented it to his brother, the Duc d'Orleans, who spent an immense amount of money improving and adorning it.

It has been the scene of many great events; among others, Napoleon here laid the foundation of his power, and put himself at the head of the government by expelling with his armed grenadiers the Council of Five Hundred, who were holding their sittings in the *Orangerie*. Here Charles X. signed the fatal ordinances which caused the Revolution of 1830, and lost him his throne. Henry III. was assassinated here. Queen Henrietta of England died here in 1670. It was the favorite residence of Marie Antoinette, Napoleon I., as well as of the present Emperor. Queen Victoria was received and entertained here by the Emperor in 1855. The event is commemorated by a large painting by Muller. It hung in the *Escalier d'Honneur*. The figures are the Queen and Prince Albert, the Emperor and Empress, and Lord Clarendon.

One of the principal saloons in the palace of St. Cloud was the *Galerie d'Apollon*. It was of immense size; the ceiling was painted in exquisite style, and represented Apollo. It contained a beautiful marble statue of the Empress Josephine. It was in this saloon that the marriage of the Em-

peror and Maria Louisa was celebrated in 1810. Prince Napoleon, son of the late Prince Jerome, was here baptized by Pope Pius VII. In the *Salon de Venus* were some beautiful specimens of Gobelin tapestry, copied from Rubens's pictures of scenes in the life of Marie de Medicis, mother of Louis XIII. The first, "her birth;" "her affianced husband, Henri IV., securing her portrait;" "her nuptials at Florence," and "her portrait as Bello-na." This subject was continued in the *Salon de Minerve* and billiard-room. In the former were "the repetition of their marriage at Lyons," "the birth of Louis XIII.," "Marie de Medicis appointed guardian of the realm," and "her reconciliation with her son." In the billiard-room were her "flight from Blois," "the Triumph of Truth," "her journey to Pont-de-Ce," "the conclusion of Peace," and "Destiny of Marie de Medicis." The *Salon Vernet*, once occupied by the young Prince Imperial as a play-room, contained eight splendid pictures by Horace Vernet. In the Emperor and Empress's private apartments were some very fine paintings. These apartments were also historically interesting as having been occupied by Maria Antoinette, the Empress Josephine, Maria Louisa, Duchess de Berri, Queen Henrietta of England, and Queen Victoria during her visit in 1855.

There are two parks attached to the palace—the *Parc Reservé* and the *Grand Parc*. The first is stocked with stags imported from England, and contains flower-gardens and groves of trees, statues, and ornamental pieces of water. The Grand Park has a circumference of twelve miles, and is planted with chestnut, lime, and elm trees. The grand cascade of St. Cloud is divided into the higher and lower cascades; they are beautifully ornamented with dolphins, shell-work, etc. The grand *jet d'eau*, to the left of the cascades, at the extremity of the long avenue, rises from a circular basin to the enormous height of 140 feet, and discharges 5000 gallons per minute. The waters generally play every second Sunday of the month in summer. On one of the finest spots in the park Napoleon I. erected a tall square tower called the *Lantern of Diogenes*, a copy of the monument of Lysicrates at Athens, from the summit of which a splendid view of the

surrounding country may be obtained. A small fee is expected. The celebrated *Fêtes of St. Cloud* commence 7th of September and last three weeks, and are well worth visiting, especially on Sundays.

At the extremity of the park is the town of *Sèvres*, one of the most ancient in France, having existed over 1300 years; its population is now about 5000. It is principally celebrated for its magnificent imperial manufactory of porcelain, known as *Sèvres-ware*. This establishment has been in existence since 1737, and has been in the hands of the government for over 100 years. The show-rooms and museum may be visited daily (Sundays and holidays excepted) without a ticket; but to visit the work-shops a ticket is absolutely necessary; this may be obtained by addressing *M. le Ministre d'Etat*. You are obliged to put yourself under the charge of a guide, who expects a fee. This is one of the most valuable institutions of the French government; being mostly devoted to experiments in the art for the benefit of private manufacturers, it never has paid its expenses. It employs nearly 200 women. The show-rooms, which are six in number, contain many valuable specimens of perfection in the art: tea-sets worth \$3000 and \$4000; copies from Raphael, Michael Angelo, Guido, and Titian, worth from \$5000 to \$10,000, equal to any copies on canvas. There are also many beautiful specimens of stained glass, the manufacture of which was erroneously supposed to be lost. The museum consists of twelve rooms, containing specimens from all countries and at all periods, of clay, earthenware, and china, at different stages of its manufacture, from the coarsest pottery to the finest porcelain, being a complete history of the art since its commencement. Our space will not permit us to give a description of the process of manufacture, nor does it come within our province. But enter the work-shops by all means. They are on the ground floor, and, if you wish to purchase (which you may do in the show-room), remember that porcelain manufactured here is the finest in the world. The town suffered much by the German and civil war of 1871.

St. Denis, see route 111.

Vincennes is situated about one and a half miles east of Paris. It is celebrated for its chateau, and forest, and state prison. It possesses many beautiful walks, and is much frequented by Parisians. A long and beautiful avenue, beginning at the *Barrière du Trône*, leads to the town. Its origin dates from Philip Augustus, who inclosed the forest with strong walls, and built a royal residence at the extremity. St. Louis administered justice under a large tree in the forest, where a stone pyramid has been erected to commemorate the event. Philippe de Valois, in 1337, demolished the old building and commenced the present chateau. In the centre stands a donjon, which the cruel Louis XI. constituted a state prison; here the brave and gallant Henry V. of England, after being proclaimed King of France, took up his residence, and died after a brief reign of two years. The donjon is built entirely of stone and iron; its walls are seventeen feet in thickness. A magnificent view may be had from the top. In the vaults below is the *Salle de la Question*, where the tortures were put while the unfortunate victims were being questioned. Among the principal prisoners confined here were Henry IV., king of Navarre, Maria Louisa, daughter of the Duke of Nevers, the Princes of Condé and Conti, Prince Edward, son of the Pretender, the Duc d'Enghien, and many of the conspirators of May, 1848. Opposite the donjon stands the church *La Sainte Chapelle*: the spire of the turret is surmounted by a crescent, the emblem of Diane de Poitiers. Her infatuated lover, Henry II., had her portrait, perfectly naked, painted by Jean Cousin, in the midst of celestial beings, on the window to the left; the figure may be distinguished by the blue ribbons which decorate her hair. There is a splendid monument erected to the memory of the unfortunate Duc d'Enghien, who was shot in 1804. Over a draw-bridge you pass into the extensive gardens, beautifully ornamented with statues and fountains. Here Louis XIV. heard accidentally of the secret passion Mlle. de la Vallière entertained for him, and took advantage of the information; he was residing here during the construction of Versailles. Adjoining the chateau is an arse-

nal, an armory containing some 60,000 stand of arms, with an immense number of pistols, pikes, and swords. Here are also powder magazines, a park of artillery, and cavalry barracks. During the months of July, August, and September, officers from the different regiments practice artillery firing three times a week. To obtain permission to see the chateau, a written order is necessary; to procure which, address, during the early part of the week, *M. le Commandant de l'Artillerie du 1st Arrondissement at Vincennes.*

St. Germain.—This town of 15,600 inhabitants lies $13\frac{1}{2}$ miles west of Paris; it is remarkable for the beauty of its position. *Hôtel Pavillon Henri IV.* It derives its name from the Abbey of St. Germain, founded by King Robert in 1010. Francis J. built a splendid palace, and made it a royal residence; his son Henri II. was born here. Charles IX. and Louis XIV. were also born at St. Germain; the great Louis XIII. died here. Louis XIV. resided here for some time after the death of his mother, Anne of Austria, and when Madam de Montespan had supplanted Mlle. de la Vallière in his affections, he presented the palace to her as a residence. Louis afterward assigned it to James II. of England, who held the semblance of a court here for twelve years; he died in the palace. There was a monument erected to his memory by George IV. of England; it stands in the parish church situated in the Place du Chateau, opposite the palace. The room where he died is shown; also the bedchamber of Madam de la Vallière, with the trap-door in the floor where the youthful king gained admittance after his mother, Anne of Austria, had the back stairs walled up. There is nothing particularly interesting about St. Germain, if we except the beautiful terrace or *parterre*, a magnificent walk 100 feet wide by one and a half miles in length. It is ornamented with shrubs and flowers, and shaded by lofty chestnut trees. Behind the terrace extends the forest of St. Germain, which covers a surface of 10,000 acres, and has a circuit of over 20 miles. It is one of the largest in France, and well stocked with deer and does. There are two fairs held here annually; one on the first Sunday after the 25th of August, which lasts three days, and is called *Fête de St. Louis*;

the other is held the first Sunday after the 30th of August, and is called the *Fête des Loges*, which also lasts three days. There are some 20 trains per day, in 40 minutes from the station St. Lazare; fare 1 fr. 60 c.

St. Ouen, on the road to St. Denis. This village is situated in one of the finest plains in the vicinity of Paris. It was a favorite residence of King John, who erected a chateau here in 1331. It was the place where the Knights of Malta held their annual meetings. The chateau passed successively into the hands of Charles VI., Louis XI., the monks of St. Denis, and Louis XIII., who presented it to Count d'Evreux. It was still later inhabited by Mme. Pompadour. Louis XVIII. presented it to Madame du Cayla, and stopped here on his return to Paris in 1814, and here signed the charter, *Declaration de St. Ouen*, wherein he promised a charter to the people. In this village are immense subterranean store-houses for corn, where it can be kept undamaged for years. It also possesses a mammoth ice-house for supplying Paris with ice.

Neuilly.—This beautiful village is situated west of Paris, about two miles from the Barrière de l'Etoile. It is famous on account of its splendid bridge, which is considered one of the finest in France and in all Europe; it is 750 feet long, composed of five arches of 120 feet span, and 30 feet high. This was the favorite summer residence of Louis Philippe up to the time of the Revolution of 1848. There is a monument erected in the park marking the spot where a cannon ball fell at his feet in 1830: it was fired from the Bois de Boulogne. A few days subsequently a deputation presented the crown of France to him on the same spot: he was then Duke of Orleans. During the revolution a mob broke into the palace and penetrated to the wine-cellars, which contained large quantities of wine. In the midst of the general intoxication that prevailed the palace was set on fire, and a great part of it destroyed. Numbers of the mob, unable to escape, were either drowned in a well in the cellar or suffocated by smoke. The town suffered most severely during the reign of the Commune in 1871; few of the houses were left standing.

The Paris, Lyons, and Mediterranean Railway Company issue circular tickets,

good for 40 or 45 days, to different parts of France and Switzerland, by means of which travelers may make the tours at one half the usual cost. These tickets allow the traveler to stop at all the stations mentioned on the following lists; he may also stop at any intermediate stations on the line, but in that case must leave his ticket with the head official of the station at which he may stop, to remain in his hands during the entire length of his stay.

First Circular Tickets.—Issued from the 1st of June to the 1st of October, and good for 40 days. Price, first class, 255 francs; second class, 190 francs. *On the borders of the Gulf of Gascony, in the south of France, and in Switzerland.* From Paris to Bordeaux, Arcachon, Biarritz, Hendaye, Pau, Lourdes, Pierrefitte, Tarbes, Bagnères-de-Bigorre, Montréjeau, Luchon, Toulouse, Foix, Albi, Rodez, Capdenac, Aurillac, Arvant, Clermont-Ferrand, Vichy, Saint-Etienne, Puy, Lyons, Geneva, Lausanne, Freiburg, Berne, Bienne, Neufchatel, Pontarlier, Besançon, Dijon, Fontainebleau, to Paris.

Second Circular Tickets.—Issued from the 1st of June to the 1st of October, good for 45 days. Price, first class, 315 francs; second class, 235 francs. *In the Pyrenees, on the shores of the Mediterranean, and in Switzerland ind.* Paris to Orleans, Blois, Tours, Saumur, Angers, Bressuire, Niort, Poitiers, Angoulême, Bordeaux, Arcachon, Biarritz, Hendaye, Pau, Lourdes, Pierrefitte, Tarbes, Bagnères-de-Bigorre, Montréjeau, Luchon, Toulouse, Foix, Port-Vendres, Cette, Nîmes, Arles, Marseilles, Toulon, Fréjus, Cannes, Grasse, Nice, Mentone; thence back to Marseilles, Rognac, Aix, Avignon, Lyons, Geneva, Lausanne, Freiburg, Berne, Bienne, Neufchatel, Pontarlier, Besançon, Dijon, Fontainebleau, and Paris.

Third Circular Tickets.—Issued from the 1st of June to the 1st of October, good for 45 days. Price, first class, 355 francs; second class, 265 francs. *In Central and Southern France and in Switzerland.* Paris to Vichy, Clermont-Ferrand, Puy, Nîmes, Cette, Port-Vendres, Toulouse, Foix, Montréjeau, Luchon, Tarbes, Bagnères-de-Bigorre, Pierrefitte, Lourdes, Pau, Biarritz, Hendaye, Arcachon, Bordeaux, to Cette, Marseilles, Cannes, Grasse, Mentone, Rognac, Aix, Avignon, Lyons, Geneva, Lausanne, Freiburg, Berne, Bienne, Neuf-

chatel, Pontarlier, Besançon, Dijon, and Paris.

The *Chemins de Fer de l'Ouest*, or Western Railway of France, give tickets to most all their stations from Saturday to Monday at about three quarters the ordinary fare. Their monthly circular tours, from 50 to 120 frs., are a great saving, allowing a stay at all the beautiful sea-side resorts in the north and northwest of France. Their first-class tidal-train fare to London, *via* Dieppe and Newhaven, is but 41 fr. 25 c., and the return ticket, available one month, is but 68 fr. 75 c. The station (Gare St. Lazare) is but a few minutes' walk from the Grand Hotel.

The *International Sleeping-car Company's* offices are at No. 2 Rue Scribe, under the Grand Hotel. Their cars now run on most of the great Continental express lines, and are fitted up with great care to elegance and comfort. Travelers will save trouble by taking their tickets in advance both for the railway and sleeping-car. Agencies have been established in most of the large cities, and station-masters sell tickets in towns where no agency exists. These agencies register baggage, cash letters of credit, and place a great many conveniences at the disposal of travelers.

Paris to Cologne at 8 P.M. (10.30 P.M. return); fare, 15 frs.;—*to Calais*, 10.5 P.M. (1 A.M. ret.); 15 frs.;—*to Brussels*, 10.45 P.M. (11 P.M. ret.); 10 frs.;—*to Bordeaux, Irun, Madrid*, 8.20 P.M., 7.18 A.M., and 1.35 P.M. (5 P.M., 12.20 P.M., and 5.50 P.M. ret.); 24, 34, and 54 frs.;—*to Frankfurt*, 7.50 P.M. (5 P.M. ret.); 15 frs.;—*to Avricourt, Strasburg, Munich, and Vienna*, 8.35 P.M. (8 P.M. ret.); 33 fr. 75 c.;—*to Lyons, Marseilles, and Nice*, 7 P.M. (1.16 P.M. from Mentone); 21 fr. 10 c., 35 fr. 55 c., and 44 fr. 75 c. See advertisement.

ROUTE No. 111.

Paris to Dieppe, via Rouen or via Pontoise. By the first and shortest of these routes, time, 3 h. 42 m.; fare, 20 fr. 65 c., first class; *via Pontoise*, time, 5 h. 18 m.; fare, 20 fr. 65 c.

Leaving Paris from the St. Lazare terminus, the railway passes under the Place de l'Europe and the Bagnolles, and emerges into an open plain, soon reaching the station of *Colombes*, a small village where the widow of Charles I. passed her last moments of privation and poverty. At *Maisons* is a fine château, in which Voltaire

wrote his "Zaire," and where he so nearly ended his days during an attack of small-pox.

Poissy (4973 inhabitants) was the birthplace of St. Louis, born here in 1215. His baptismal font may still be seen in the parish church, an interesting old edifice, mostly of the 12th century. The bridge over the Seine, consisting of 37 different sized arches, is said to have been built by St. Louis; three of the central arches were blown up in 1815 to prevent the passage of the allies. A conference was held at Poissy in 1561, the first meeting being attended by Charles IX. and Catherine de' Medici; its object was the adjustment of the difficulties between the Romish and Calvinistic churches, but the parties soon separated without any approach toward reconciliation.

Mantes, whence a railway branches off to Caen and Cherbourg, is a town of 5345 inhabitants, situated on the borders of the Seine. The church of Notre Dame, somewhat resembling Notre Dame of Paris, is the principal building of interest; the western tower, built for St. Louis and his mother, Blanche of Castile, has been restored. The castle of the French kings formerly existing here was destroyed by the Regent Duke of Orleans; in it Henry IV. held the conference with the clergy which ended in his conversion to the faith of the Romanists. Not far from *Rosny* station, three miles from Mantes, stands a château, the birthplace and abode of Sully, where frequent visits were made by Henry IV. to his friend. This edifice, rebuilt by Sully at the beginning of the 17th century, was from 1818 to 1830 the favorite residence of the Duchesse de Berri, who erected a chapel here in which was buried the heart of her husband. At *Vernon* (7787 inhabitants) is an extensive establishment for the construction of barracks, artillery carriages, etc. The Château de Bizy, near the town, and one of the finest seats in Normandy, was first built by the Maréchal de Belle-Isle. From him it passed to the Counts of Eu, and then to the Duc de Penthièvre, to whom it belonged at the time of its destruction during the French Revolution. The place is now the property of M. Schickler, and the ancient château has been replaced by a château in the style of Louis XIV.

Gai'lon was formerly the residence of the archbishops of Rouen, but the site of their palace is now occupied by an immense penitentiary. The ruins of Château Gaillard, the favorite castle of Richard Cœur de Lion, stand on a rock washed by the Seine, several miles to the north of the town. From St. Pierre du Vauvray, the next station, a branch line runs to Evreux (Route No. 113), passing through *Louviers*, a town on the banks of the Eure, containing 11,707 inhabitants. Of these, from seven to eight thousand persons are employed in the cloth manufactories and spinning-mills, Louviers, Sedan, and Elbeuf being the three principal cloth-working towns in France. Returning to the main line, we reach *Pont de l'Arche*, whence a branch line runs to Gisors, passing *Romilly*, the site of the most extensive copper-works in France. *Oissel* is the last station before reaching Rouen, from which place it is but twenty minutes distant.

Rouen, the Rotomagus of the Romans, is reached in two hours and forty minutes from Paris. Fare, 16 fr. 75 c.

Omnibuses run to all parts of the city. There are three very good hotels. *Grand Hôtel d'Albion*, 16 Quai de la Bourse, good house, on the river. English and French newspapers. The population of Rouen is 102,649, amounting with the suburbs to 150,000, it being one of the largest towns in France; it is situated on the right bank of the Seine, and is connected with its suburb St. Sever by an iron and stone bridge. The Seine at this spot is over one thousand feet wide. The first bridge erected here was in 1168, by Matilda, daughter of Henry I. The suspension bridge was erected in 1846. There is an arch in this bridge eighty feet high, to allow vessels to pass. The old streets are very narrow, and the houses built of wood; but the new part of the town is very handsome, and has many public edifices and fountains. The traveler who wishes to see Rouen thoroughly will find plenty to occupy his time for two or three days; but most of our sightseers spend but one day, and some not even that, all being anxious to reach Paris as early as possible. A boulevard occupying the site of the old fortifications runs around the old town, and includes within its circuit all the objects of curiosity worth seeing. The chief edi-

fice is the *Cathedral*, a splendid monument of Gothic architecture, containing many fine sculptures and monuments, among which is the tomb of Richard Cœur de Lion. His heart only is buried here. He bequeathed that to the city of Rouen on account of the great love he bore the Normans, but his body was interred at Fontevrault. His heart is buried under the pavement of the choir. His effigy is of limestone, but was much mutilated by the Huguenots in 1663. It stands in the Lady Chapel behind the high altar; and represents him crowned, dressed in his royal robes. The statues of the two Cardinals d'Amboise, one of whom was minister to Louis XII., also stand in this chapel. Here, too, we find the monument of the Duc de Brizé, husband of Diana of Poitiers, by whom it was erected. She was notorious as being the mistress of Henry II. The monument is from the chisel of Jean Goujon, and represents the duke stretched on a sarcophagus of black marble, with his widow kneeling at his head. The Cathedral is surmounted by two towers, the one called *Tour de Beurre*, on account of its having been erected in the latter part of the 15th century with the money accumulated from the sale of indulgences from eating butter during Lent; it is surmounted with beautiful stone filigree work, and formerly contained the celebrated bell named after the Cardinal d'Amboise, which was melted during the Revolution to make guns. The other tower, called St. Romain, rests on the oldest part of the church.

One of the finest and most perfect Gothic edifices in the world is the church of *St. Ouen*. It was commenced by Abbot Jean Roussel in the 14th century. It is far superior to the Cathedral, not only in size, but in style and ornament; it is inferior, however, as regards historical monuments. It suffered much in the 16th century from the Huguenot rabble, who blackened its beautiful windows with smoke arising from the bonfires they had built in the centre of the church to burn the furniture. The central tower is 260 feet high, and is a model of grace and elegance. Visitors should decidedly make the ascent of this tower; it will repay them for their trouble. The interior is 443 feet long and 100 high, and is a perfect pattern of airy gracefulness. In St. Agnes chapel may be seen

the tomb of Alexana Barneval, the master mason, who was executed for the murder of his apprentice, who had eclipsed him in the execution of the north window in the transept. In the public garden, which extends along the north side of this church, stands a Norman tower built in the 11th century; it is in a very good state of perfection. St. Ouen was one of the early archbishops of Rouen, and was born in the forefront of the 7th century.

The *Hôtel de Ville* was formerly part of the monastery of St. Ouen, and is attached to the church. It contains the public offices, the public library, and the picture-gallery. The principal pictures, and they are few, are Van Eyck's *Virgin and Child*, a copy of Raphael's *Madonna di San Sisto*, the original of which is in the picture-gallery of Dresden, and cost £40,000; *St. Francis*, by Caracci, *The Plague at Milan* of Lemoinere. The *Musée des Antiquités*, in Rue Beauvoisiere, is one of the most interesting places in the city. It contains many curiosities of voluntary contributions, among which is the door of the house in which Corneille was born; and autographs of Richard Cœur de Lion and Henry I., and the cross mark of William the Conqueror, who could not write. The *Public Library*, containing some 34,000 volumes of very valuable books, and 1200 manuscripts, is open every day except Mondays and Thursdays. The *Place de la Pucelle* is famous as the place where Joan of Arc was burned at the stake. A monument is here erected to her memory to mark the place where she suffered. This event is a lasting disgrace to the English, as well as to Charles VII., whose throne she saved, and who made no attempt to ransom her, or protest against her trial; and to her countryman the cruel Bishop of Beauvais, her unjust judge, and those who sold her to the English at Compeigne. Although her enthusiasm saved the country, after she was delivered to the English neither her king nor countrymen appear to have remembered her. After she was burned her ashes were cast into the Seine by order of the archbishop.

Rouen is the see of an archbishop, and contains his palace; also an Exchange, Custom-house, Mint, and two theatres. It contains a University, Academy for the Department; also a secondary school of

Medicine, a national College, and primary Normal School. Altogether it is one of the most industrious and commercial cities of France. It is particularly celebrated for its spinning and dyeing of woolen and cotton stuffs, and the manufacture of printed cottons, broadcloths, and velvets.

Continuing our route to Dieppe, we pass through several unimportant stations to St. Victor, where an abbey was formerly founded by William the Conqueror; the chapter-house, now converted into a wood-house, is the only part of the conventual buildings still standing. At *Longueville* the ruins of the castle, so celebrated during the wars of the Fronde, may be seen on a hill above the village. On reaching Dieppe the railway runs down to the quay, directly opposite the steamers to Newhaven, which cross day and night. Time, 6 hours. Passengers can thus step directly from the railway carriages to the steamer, reaching London from Paris in about 14 hours, at an expense of 41 fr. 25 c., first class. This route is some forty per cent. cheaper than by Boulogne, and through tickets allow passengers to break their journey at Dieppe or Rouen, seven days being the limit of time for the journey. With return tickets one month is allowed. Interpreters accompany the trains and boats from London Bridge to Paris.

Dieppe contains 20,187 inhabitants. Travelers going to Dieppe, *via* Pontoise and Gisors, and leaving from the terminus of the Chemin de Fer du Nord, will first pass through

St. Denis, a town of some 10,000 inhabitants; it is situated six miles north of Paris, and may be reached by omnibus or the Northern Railway. The town suffered much during the late war. It offers little of interest to the traveler, with the exception of the *Abbey Church*, which has been the burial-place of the kings of France from the time of Dagobert (580) to Louis XVIII. It is 390 feet long, 100 wide, and 80 high; it was erected on the site of a chapel built in the year 240 for the reception of the remains of St. Denis, who was beheaded on Montmartre for propagating the Christian faith. Abbé Suger built the towers, porch, and vestibule of the present church in 1130; the nave was erected by order of St. Louis. The lower portion of the church is beautifully ornamented with

sculpture and paintings. Two flights of steps lead down to the crypt, where are chronologically arranged the monuments of the different sovereigns of France. During the first Revolution, by a decree of the Convention, the tombs were rifled of their contents, and the remains of kings and queens were thrown into two large ditches opposite the northern porch. In three days fifty tombs were opened, rifled, and demolished. Louis XVIII., however, had the desecrated mass of confused bones taken from the ditches where they had been cast, and placed with the ashes of Louis XVI. and Marie Antoinette under the high altar. In 1785 a decree was passed to raze the church to the ground; but this act of vandalism was arrested by Napoleon I., who had it repaired as a place of sepulture for the princes of his own dynasty. Among the magnificent monuments contained in this ancient church are those of Henry II. and Catherine de' Medici, Louis XII. and Anne of Brittany; that of Francis II., husband of Mary, queen of Scots: this is surrounded by weeping angels; it was erected by his unfortunate wife. Henry III., who was assassinated by Jacques Clement; Duc de Berri, who was also assassinated. In the undercroft is the marble sarcophagus in which Charlemagne was interred at Aix-la-Chapelle. One and a half millions of dollars have been expended on the restorations of St. Denis since the Revolution. Adjoining the church is the *Maison Imperiale d'Education de la Legion d'Honneur*, devoted to the education of sisters, daughters, and nieces of members of the Legion of Honor, established by Napoleon I. A fee of about one franc is expected by the guide who conducts you.

From St. Denis the railway passes round La Briche, one of the detached forts which surround Paris, and reaches *Enghien-les-Bains*, a pleasant place of summer resort, situated on the borders of a lake, the Étang de Montmorency.

Enghien possesses a sulphur-spring, with a bathing establishment attached; and, in addition to the numbers who visit the place yearly to try the efficacy of its waters, it is a great dinner resort for *parties de champagne*, as several hours may be very pleasantly spent of an afternoon rowing upon the lake or walking in the park of St. Gra-

tion. Within the park, and commanding a view of the lake, stands a château owned by the Princess Mathilde Bonaparte. At *Montmorency*, a small town $1\frac{1}{2}$ miles distant, is a house called *l'Ermitage*, for two years the residence of Jean Jacques Rousseau, who wrote here his "Nouvelle Héloïse." Grétry, the composer, afterward lived and died in the same house, which has since been enlarged and modernized. Passing through *Ermont*, whence a branch line runs through *Argenteuil* to Paris, we reach *Herblay*. An excursion may be made from this station to *St. Leu-Taverny*, once celebrated for its château and park, which belonged before the Revolution to the Duke of Orleans, and which was given afterward to Queen Hortense by Napoleon I. After the Restoration the Duke of Bourbon became the owner, and put an end to his days here—hanging himself to a window-bolt in his bedroom. The château was later sold to the Bande Noire, who destroyed the building and sold its materials. An octagonal monument, erected by the Orleans family, now marks the site of the home of the Condés. In the village church, rebuilt by Napoleon III. in 1853, lie four of that emperor's ancestors—Charles of Corsica, father of Napoleon I.; Louis, king of Holland (father of Napoleon III.), and two of his brothers. Marshal Ney also lies buried here. *Pontoise*, a town of some 6000 inhabitants, is five miles distant from Herblay. It is a place of some historical importance, but possesses little to interest the traveler. *Gisors* (3753 inhabitants), situated on the banks of the Epte, contains the ruins of a castle, parts of which date from the 12th century, and were built by Henry II. of England. Here an interview took place between Louis VII. and Henry, at which both monarchs agreed to wear the cross for the recovery of Jerusalem. Four miles from *Gournay*, the next station, is the abbey church of St. Germer, dating from the 12th century. This building is as large as a cathedral, but is fast going to ruin. Passing through Serquex and Neufchatel-en-Bray, renowned for its cream-cheese, we reach *Arques*, four miles from Dieppe, whose castle has been already described in an excursion from the latter city.

ROUTE No. 112.

Paris to Havre, via Rouen and Yvetot, by rail from St. Lazare terminus. Time, 4 h. 10 m.; fare, first class, 28 fr. 10 c.

(From Paris to Rouen, and description of that city, see Route 111).

Leaving Rouen, the train runs across a country richly studded with mills and factories, showing the progress of the cotton trade, and after stopping at *Malaunay* and *Barentin*, reaches

Yvetot, a town containing about 8873 inhabitants, but boasting of little to interest the traveler. A diligence runs from here to *Allonville*, a small place celebrated for a giant oak, said to be 900 years old, which stands in the cemetery; a chapel to the Virgin has been built in the upper part. The road now runs through the *Pays de Caux*, which derives its name from the Caletes, the ancient inhabitants in the time of Cæsar. It is a high and exceedingly fertile table-land, with a scarcity of trees, intersected here and there by water-courses, which serve to turn the numerous cotton mills which abound in this part of the country. From

Bolbec-Noirot, the next station, the town of *Bolbec*, two miles distant, is reached by omnibus. This is an ugly, brick-built town of 10,204 inhabitants, all engaged in the calico manufactories or in the cotton mills. Passing through the station of Benzenville, we next reach *St. Romain*, whence the traveler may visit *Tancarville*, ten miles distant. Here, on a high cliff overlooking the *Seine*, stands the former stronghold of the chamberlains of the Dukes of Normandy. The modern castle is a large stone building, erected by Louis de la Tour d'Auvergne, count of Evreux, in 1709. Back of this stretch two long lines of towers, which formed with their connecting walls the former castle courts, now filled with grass-grown ruins. The older part of the castle dates from the early part of the 15th century, the one which previously existed having been destroyed by the English in 1437. It is now the property of M. de Lambertye, a descendant of the Montmorencies.

Returning to the main line we reach

Harfleur, a small town of 1750 inhabitants, situated on the *Lézarde*, two miles above its entrance into the Seine. Har-

fleur was the port of Paris before the foundation of Havre, and was then an important fortress, the key to the entrance of the Seine. It was captured by Henry V. in 1415, after a memorable siege of forty days. After its surrender he drove the inhabitants from the town with only their clothes, confiscating all their property. The town then remained in the possession of the English until twenty years later, when it was surprised by some of its former inhabitants, aided by the peasantry of the country, and the English were driven out. From the Château d'Orcher, on the heights above, there is a splendid view of the river and surrounding country.

From Harfleur the railroad to Havre runs alongside a hill and passes *Graville*, where there is a small abbey church of Norman architecture, dating from the 12th century.

Havre, a fashionable watering-place. The principal hotels are *Frascati* (a large establishment, with baths, concerts, and dancing-parties), and *Normandie*, both well managed. Havre, formerly Hâvre de Grace, is a strongly fortified commercial sea-port, containing a population of about seventy-five thousand souls. It is, next to Marseilles, the most important city in France, commercially viewed. The harbor is the best on this part of the French coast. It consists of three basins, separated from each other and from the outer port by four locks, and is capable of accommodating 500 ships. The town was founded by Francis I. in 1516, but owes its prosperity to Louis XVI. Some authors say it was founded by Louis XII. in 1509. There are numerous steam-packets plying between Havre and all the ports of France, United States, England, Russia, and Holland; in fact, the commerce of Havre, which may be called the port of Paris, is connected with all parts of the world. It has no monuments, and few fine public buildings, and, being a modern town, has but few historical associations. Its citadel was built by Cardinal Richelieu, and in it in 1650 the leaders of the Fronde—Prince of Condé and Longueville—were imprisoned. On the expulsion of Mazarin from power they regained their liberty. It was from Havre that Richmond embarked with troops furnished by Charles VIII. to meet Richard on Bosworth Field. Every reader of Shakspeare knows the

result. Havre is also the birthplace of Madame de la Fayette. In 1562 the leader of the Huguenots, Prince of Condé, put Queen Elizabeth in possession of the town, and the command devolved upon the Earl of Warwick. It was besieged by Montmorency with vastly superior numbers. Warwick held out until three fourths of the entire garrison were slain, when he himself was shot in the breast; immediately afterward the place surrendered. One of the most conspicuous buildings in the city is the theatre, situated in Place Louis XVI., at the end of the Bassin du Commerce. There is also a very fine commercial club here, called the *Cercle du Commerce*. Strangers may be introduced by members. All the European and American papers are kept there. Steamers leave almost daily for the following places: London, Southampton, Harfleur, Cherbourg, Dunkirk; to Rotterdam and Hamburg twice a week; to Copenhagen, St. Petersburg, and New York twice a month. Also to Caen daily, and to Trouville and Honfleur twice a day. You should by no means leave Havre without ascending the hill of Ingouville; the view is very magnificent. From there you may see, near Cape la Hève, the rocks that were the favorite haunt of Bernardin de St. Pierre, author of "Paul and Virginia," who was born in Havre. Paris lies 108 miles to the southeast. A handsome Museum and Public Library has been erected on the Quay, at the end of the Rue de Paris, with two bronze statues, by David, at the entrance, of Bernardin de St. Pierre and Casimir Delavigne, both natives of the town.

From Havre the traveler may go by rail along the coast to Fécamp and Dieppe, passing en route the station for *Etretat*. To reach the latter sea-port the train should be left at *Les Ifs Etretat*, where public conveyances may be obtained to complete the journey, a distance of ten miles. *Etretat* has become within the last thirty years a fashionable watering-place, having been before that time a mere fishing village greatly frequented by artists. The coast scenery is most beautiful, the chalk cliffs having been worked by the waters into most fantastic forms, and the bathing is very good. Hotels, *Grand Cerf des Bains*, and *Deux Augustins*. There is also a good casino.

Fécamp, a town of 13,132 inhabitants, is five miles distant from Les Ifs. Hotels: *Hôtel des Bains* and *Hôtel du Chariot d'Or*. This is a manufacturing town as well as a sea-port. There is a fine abbey church in the centre of the town, dating from the 12th and 13th centuries, and built in the Early Pointed style; within there are some monuments worthy of notice. A light-house stands on the top of the cliff at the back of the town, whose lantern, 425 feet above the sea, is visible from a distance of 190 miles. Near the light-house is a Gothic chapel, *Notre Dame du Salut*, a place of pilgrimage for seafaring persons, and to which the wives of fishermen often ascend on their knees. The *Établissement de Bains*, with a hotel attached, stands on the beach to the west of the town, and back of it are chalets surrounded by gardens, which are let to summer residents.

ROUTE No. 113.

Paris to Cherbourg, via Mantes, Evreux, Caen, and Bayeux, with excursions to Trouville, Villers-sur-Mer, Houlgate, Dives, Cabourg, Honfleur, St. Lô, Granville, St. Malo, and Dinan. To Cherbourg direct by rail from St. Lazare. Time, 8 h. 56 m.; fare, 45 fr. 70 c.

Paris to Mantes is described in Route 111.

One hour from Mantes we reach

Evreux, one of the most ancient cities of France, containing about 13,000 inhabitants. It is situated 53 miles W.N.W. from Paris, and is very beautifully located, being shut in from the cold of winter by hills on the north, and the heat of summer by hills on the south. The noble English family Devereux, Viscount Hereford, trace their descent to this city. It contains a very respectable hotel, *Hôtel du Grand Cerf*. The town is well built, and contains many antique houses, a fine cathedral, the church of St. Taurin, a clock-turret, built during the English domination in 1417, a town-hall, episcopal palace, the-

atre, and botanical garden. It has a large share in the ticking, cotton, woolen, and leather manufacture. In the environs is the château of Navarre, in which the Empress Josephine resided a great portion of her time after her divorce.

After leaving Evreux, whence a branch line runs to Louviers, the railway crosses the Iton and stops at *Bonneville*, where the ruins of the Abbaye de la Noe, founded in 1144 by the Empress Mathilde, daughter of Henry I., may be seen. From *Serquigny*, three stations farther on, a branch line runs to *Brionne* and *Rouen*. From Brionne the ruins of the Abbaye de Bec may be visited. In the church lie the remains of Hellonin, the founder; and there are also some statues worthy of notice. The monastery buildings are now occupied as a cavalry dépôt. Returning to the main line, the next town of importance is

Bernay, situated about 26 miles from Evreux, and containing 7510 inhabitants. Hotel, *Le Cheval Blanc*. This town is the seat of a tribunal of commerce, and possesses a college, as well as numerous manufactories of linens, cloths, woolens, and yarns. The Benedictine abbey, founded in 1018 by Judith, wife of William II., duke of Normandy, has been converted into a warehouse. The largest horse-fair in France is held here, and is often attended by over 50,000 persons.

Lisieux, a manufacturing town of 12,672 inhabitants, lies at the junction of the valleys of the Touques and the Orbec. *Hôtel de France*. It possesses a cathedral of the twelfth century, a bishop's palace and gardens, a hospital, and theatre; its principal manufactures are coarse woolens, flannels, and horse-cloths. There are also several tanneries, cotton-yarn factories, brandy distilleries, and dye and bleaching works. The thoroughfares are very gloomy; the houses are built of wood, and very antiquated. The lady-chapel of the church of St. Pierre was founded by Pierre Cauchon, bishop of Beauvais, who was president of the tribunal that condemned Joan of Arc. He emphatically states in the endowment that this church was built in expiation of the false judgment he pronounced against an innocent woman. Eleanor of Guienne, the divorced wife of Louis le Jeune, was married to Henry II. in the church of St. Pierre (1152).

At Lisieux travelers to Trouville, Deauville, and Honfleur leave the main line and proceed together as far as *Pont-l'Évêque*, where the line again branches, going to the left for Trouville and Deauville, and to the right for Honfleur.

From Paris direct to Trouville, express time, 4 h. 2 m.; fare, 27 fr. 10 c.

Trouville, now one of the most fashionable watering-places in France, has always been celebrated for its oysters; but it was not until it was brought into notice by Alexandre Dumas that the town attained its present height of prosperity. Population, 5694. Hotels: *Roches Noires, Paris, and d'Angleterre*. The road to Trouville runs through a fine forest, and the town itself is prettily situated at the mouth of the Touques. The beach is sandy and the bathing excellent, while the drives and rides in the neighborhood are most delightful, things rarely obtained near the sea-shore. One of the pleasantest excursions in the neighborhood is to the Château de Bonneville, a Norman castle, in which Harold is said to have promised England to William the Conqueror. Another pleasant drive may be taken to the ruins of St. Arnault's Priory. The Casino of Trouville is a handsome building, open from June to October, and containing reading, dancing, and gambling rooms. It was at Trouville, in the house of Victor Barbey, that Louis Philippe lay concealed for thirty hours before making his escape to England, and it was also from this port that the Empress Eugénie sailed in Sir John Burgoyne's yacht after her flight from Paris on the 4th of September, 1870.

Steamers leave Trouville for Havre twice a day, reaching the latter port in one hour.

Deauville stands on the opposite side of the River Touques, and is connected with Trouville by a bridge and ferry. Hotels, *Grand Hôtel and Hôtel du Casino*. This place owes its rise entirely to the late Duc de Morny, and although perhaps less frequented than Trouville, the class of people who pass their summers here is decidedly more select. There is a fine casino, and lovely villas extending all along the beach.

A pleasant drive from Deauville takes the traveler to Villers-sur-Mer, Houlgate, and Dives.

Villers-sur-Mer is a large and much fre-

quented bathing-place, and is less expensive than either Trouville or Deauville. It possesses a very pretty casino, and numerous villas to let during the summer season. Hotel, *Bras d'Or*.

Houlgate, a little further along the coast, is another pleasant place of summer resort, with excellent sea-bathing. *Hôtel de la Plage*.

Dives. *Hôtel de Guillaume le Conquerant*, taking its name from the fact that William the Conqueror tarried in this town for a month in order to collect his fleet of 3000 vessels and 50,000 men before starting for the conquest of England. A column was erected in 1861 to commemorate the event. The owner of the hotel has a fine collection of fossils, taken from the rocks between Houlgate and Villers called Les Vaches Noires; he will also show to the curious the room occupied by Madame de Sevigné while stopping in this house. With the exception of the church of Notre Dame, part of which dates from the 11th century, there is little of interest in the town.

Honfleur is reached from Pont-l'Évêque in one hour. The entire time from Paris by express is 5 h. 40 m.; fare, 28 fr. 70 c. *Hôtel du Cheval Blanc and Hôtel de France*. This is a sea-port town, containing 9946 inhabitants, situated opposite Havre, and carrying on a considerable trade in timber, coal, etc. There is a good pier, and also a harbor and three floating docks. Cattle, butter, fruit, and eggs are exported from here to England in large quantities. There is a fine avenue and promenade called the Cour d'Orleans. Besides the church of *St. Catharine*, a timber and plaster building, one of the largest of the kind in France, there is chapel called *Notre Dame de Grace*, situated on a hill above the town, to which in former times crews of vessels which had suffered from storms at sea were wont to make pilgrimages, clothed only in their shirts, bare-headed and with naked feet.

Steamers cross from Honfleur to Havre in 30 minutes. Returning to the main line from Lisieux, we reach

Caen, which lies 27 miles due west, and 139 miles west-northwest from Paris. It contains 43,740 inhabitants. There are several small hotels, which are very good. The principal are *Hôtel d'Angleterre* and

Victoire. The principal object of interest here is the church of *St. Etienne*, or the *Abbaye aux Hommes*, founded by William the Conqueror, and destined as a resting-place for his own remains. Before the high altar may be seen the spot where he was buried, and where once stood the monument erected by William Rufus to his memory. The Huguenots in 1562 rifled the grave of its contents, scattering the bones in every direction. One thigh-bone alone was discovered and reinterred, but that again disappeared in the Revolution of 1783. The church, which is exceedingly plain, was finished and dedicated during his lifetime. It is 370 feet long, by 100 high, and is surmounted by two noble towers and spires. There are few names better known in history than William the Conqueror; yet, notwithstanding that he had reached the very pinnacle of glory and wealth, he died a miserable death. His sons forsook him, his servants robbed him, and he was indebted to a stranger knight for the means to convey his body from Rouen, where he died, to Caen, where he had erected his own tomb. Before his body was lowered into the grave, a demand was made by one of the townspeople, claiming that the site of the church belonged to him. His assertions were confirmed, and the bishop was obliged to pay sixty sous for a piece of ground seven feet by four, to bury the conqueror of England! Caen was his favorite residence, and the frequent head-quarters of the English armies. Queen Mathilda, his consort, also founded a church and abbey, called *Abbaye aux Dames* and Church of *la St. Trinite*. In the centre of the choir are preserved the pieces of her tombstone broken by the Calvinists, who dispersed her bones. They were collected again, and now lie here. The *castle* built by William is now used as a barrack, and the *Hall of the Exchequer of Normandy* as a store-house.

The city is quite handsome. It contains a university, academy, and chamber of commerce, a college, and normal school. The *Hôtel de Ville*, on Place Royale, has a collection of paintings. There is a "Marriage of the Virgin" by Perugino, "Melchizedec offering Bread and Wine to Abraham," and a "Virgin and Saints" by Albert Durer. There are quite a variety of manufactures carried on, such as lace,

blonde, black and white crape, cutlery, cotton-spinning, wax-bleaching, brewing, dyeing, and ship-building. Caen has a large maritime commerce with the United States. It supplies the London market with large quantities of grain, cider, brandy, wine, cattle, fish, fruit, butter, and eggs. This was an important place under the dukes of Normandy, who fortified it. It was taken by the English in 1346, and again in 1417, and held by them thirty-three years. Previous to the Revolution it was the seat of a university founded by Henry VI. of England. Charlotte Corday set out from here to visit Paris for the purpose of assassinating Marat the Terrorist. Beau Brummel, for a long time the leader of fashion in England, here died a miserable death in a mad-house.

Steamers run daily from Caen to Havre, making the trip in four hours. It is quite a pleasant excursion down the Dives, at the mouth of which is situated

Cabourg, a fashionable bathing-place, with a good beach and handsome casino.

The *Grand Hotel* is a large, palatial establishment, facing the sea, and connected with the casino, club, and theatre. A most agreeable stay can be made here during the summer months.

From Caen to Cherbourg we pass the town of *Bayeux*, about 17 miles west from Caen. It has a population of 10,000 souls. *Hôtel du Luxembourg* is the best; prices moderate. The principal object of interest here is the *Cathedral*, a fine specimen of Gothic architecture, built in the early part of the twelfth century. It formerly contained the celebrated *Tapestry of Bayeux*, now removed to the public library. This singular historical record is a piece of cloth 20 inches wide, and over 200 feet long. It is the needle-work of Mathilda, wife of William the Conqueror, and represents his exploits in the conquest of England.

At *Lison*, two stations farther on, a railway diverges to

St. Lô, a town of 9693 inhabitants, so named from St. Laudus, or *Lô*, who came from this part of Normandy, and who lived in the 6th century. It is the chief town in the Département de la Manche, and carries on a rather extensive manufacture of fine cloths. The cathedral or church of Notre Dame is situated on the brow of a hill, and presents a rather imposing ap-

pearance, but possesses little architectural interest. The stained glass was presented to the town by Louis XI., as a reward for beating off the Bretons, in 1467. Hotels, *Cheval Blanc* and *Soleil Levant*.

A railway is in process of construction from St. Lô, through Coutances and Avranches, to Dol. Diligences now run three times daily to Coutances, passing near the castle of *Hauteville*, whence Tancred started with his six sons for the conquest of Sicily and Apulia.

Coutances (Hôtel de France) is built upon a hill, whose summit is crowned by a lofty three-towered cathedral, one of the finest ecclesiastical structures in all Normandy. A cathedral was first built here in the 11th century, and was consecrated in the presence of William, duke of Normandy, ten years before the conquest of England. This was completely rebuilt in the 13th century, and the lady and nave chapels were added in the 14th. The stained glass dates from the 14th, 15th, and 16th centuries. From the tower a fine view may be obtained over the sea, extending as far as the island of Jersey. A diligence runs three times a day from here to Granville.

Granville is a prosperous sea-port of 15,622 inhabitants, built in terraces under a rocky promontory which projects into the sea, surmounted by a fort. The church, which also stands on the top of the promontory, is an Italianized Gothic building, constructed of gray granite. There is some commerce carried on between this port and the Channel Islands, but it is chiefly resorted to by fishing-vessels. It may be reached by rail direct from Paris through Laigle and Argentan in 9 h. 25 m.; fare, first class, 40 fr. 40 c.

Avranches, beautifully situated on the summit of a high hill, from which a fine view may be obtained, contains 8642 inhabitants. A new cathedral is being erected near the public garden to replace one pulled down in 1779, the site of which still remains open. A single stone, called that of Henry II., is the only relic of the old building: it is said to be that upon which the king knelt to do penance before the Papal legates for the murder of Becket. A model of the ancient cathedral is to be seen in the Museum of Antiquities, formerly the palace of the bishops.

The excursion from Avranches to the *Mont St. Michel* may be made in two or three hours; it is reached by continuing from Avranches on the road to Dol as far as Pontorson, where a horse and car may be procured for the Mont for 5 or 6 francs. The Mont St. Michel is an isolated cone of granite, rising out of an immense expanse of sand which extends around it for many leagues. All approach to it is covered by the sea one or two hours before and after high water, with the exception of a dike, some 150 feet wide at the base, which extends from the mainland. On this Mont, the natural shrine of the Archangel Michael, a church was erected by the Norman dukes, which was afterward converted into a fortress, impregnable in former times. It flourished as a Benedictine monastery, founded by St. Aubert, bishop of Avranches, in the 8th century, and became in the 12th century a celebrated seat of learning. It successfully withstood two sieges, in 1417 and 1423, when all the other Norman fortresses had been overcome by the hero of Agincourt. The Order of Knighthood of St. Michael was founded here in 1469 by Louis XI., and the shrine of the saint was visited yearly by thousands of pilgrims, who counted in their numbers many who could boast of royal blood. The monks of this order were afterward replaced by the congregation of St. Maur, who remained here until the time of the Revolution, when the monastery was converted into a prison. The castle is at the present day in the possession of the government, with the exception of a part of the church, which contains the high altar. The distance across the sands, called *La Grève*, to the Mont is about a mile; the base is surrounded by mediæval walls and towers, above which rise the houses of a small village, piled one above another against the rock; while surmounting the whole is a rocky pedestal, from which rise the walls, buttresses, and towers of the monastic buildings, crowned by the church and its lofty tower. The convent building is built partly in three stories, and in other parts in two, with a cloister above; the immensity of its walls have given it the name of *La Merveille*. The cloisters, of Gothic architecture, were built in the beginning of the 13th century, and are the most beautiful part of the

building. Below them is the *Salle des Chevaliers*, in which the chapters of the Order of St. Michael were held. In the church notice a large silver statue of St. Michael, which stands above the high altar. The iron cage of St. Michael, of world-wide celebrity, which existed in this convent, and which was last occupied by Dubourg, a Dutch journalist who had attacked Louis XIII. in his writings, was destroyed in 1777 by order of the Duc de Chartres (Louis Philippe). The custodian will show the jewels of the convent. The crown is modern, and cost an immense sum. *Hôtel Poulard* is the best.

Leaving Pontorson, we continue on our route to

Dol, a small town of 4230 inhabitants, through which passes the railway from Rennes to St. Malo.

St. Malo, a fortified sea-port town, of 10,693 inhabitants, is situated on what was formerly a rocky island, now connected with the mainland by a causeway called *Le Sillon*. The space upon the island being limited, the houses are closely packed together, and rise to a height of five or six stories above dark and narrow streets. Hotels, *Hôte' de France* and *Frank'in*. The island, together with the promontory of the *Sillon*, curves from the north to the northwest, and meets another arm of land stretching from the southwest, thus forming a safe and commodious harbor, which is protected from the sea by a covered pier; on the end of this stands a light-house. A pleasant walk may be taken round the island upon the town walls. The castle and fortifications were mostly completed in the 16th century by Anne of Brittany, who placed upon one of the towers the following inscription: "Qui qu'en grogne, ainsi sera, c'est mon plaisir." Opposite the *Hôte' de Ville* stands a statue of Duguay-Trouin, a French naval hero, and a native of St. Malo. The public buildings are a cathedral, a bishop's palace, a town-hall, exchange, and theatre, a chamber of commerce, school of navigation, and naval arsenal; there is a large number of vessels employed in the mackerel, cod, and whale fisheries. St. Malo is the birthplace of Jacques Cartier, the discoverer of Canada, and of Chateaubriand. The latter was born in the house now used as the *Hôtel*

de France. St. Malo has been often bombarded by the English. At the harbor is the town of *St. Servan*; northwest is the island of *Grand Bey*, where Chateaubriand's death is commemorated by a monument.

Paramé, a favorite watering-place, is opposite St. Malo, and reached by diligence in half an hour, or by boat. It has a pretty Casino, a very fine hotel, a beach of great extent and admirably adapted to safe and agreeable sea-bathing. The situation is magnificent, the air pure, and living inexpensive. One hour from St. Malo by ferry to

Dinard, a pretty watering-place, fast attaining prosperity as a fashionable resort. *Hôtel Dinard* and *Hôtel de la France*. From here diligences run daily to Dinan, which may be also reached by steamer up the Rance from St. Malo in two hours.

Dinan is most picturesquely situated on the summit and sides of a granite hill overlooking the Rance. *Hôtels du Commerce*, and *de la Poste*. The castle, situated on the outskirts of the town, and separated from it by a deep fosse, was built in the beginning of the 14th century; it is now used as a prison. Here Duguesclin successfully resisted a siege by the English under the Duke of Lancaster in 1389, and has consequently given his name to a public square (Place Duguesclin), in the centre of which the statue of the Breton hero may be seen. There are two fine churches in the town, St. Sauveur and St. Malo, the latter rebuilt in 1490. The neighborhood of Dinan is most delightful, and abounds in excursions both for riders and pedestrians; one of the pleasantest of these is to the village of *Lehon*, where stand the ruins of a noble abbey, once the burial-place of the Beaumanoirs. Their graves having been desecrated in the time of the Revolution, the monuments which once adorned the niches of the church have been removed to the museum at Dinan. Another pleasant excursion may be made to the *Château de la Garaye*, a ruin dating from the time of Francis I.

Returning now to our main route from Paris to Cherbourg, which we left at Lison to visit St. Lô, Avranches, etc., we come next to

Carentan, a town of over 3000 inhabitants. *Hôtel d'Angleterre*. This place contains some old fortifications, a castle, and a curious Norman church. It has a large

export trade in cattle, hogs, and corn. The district surrounding it is pleasing, and highly cultivated. From this region are descended many of the noblest of England's nobility — the Percys, the Beaumonts, the Bruces, and Pierponts. Five miles east of this place King James II. of England witnessed the great naval battle of *La Hogue*, where the French were defeated by the English and Dutch fleet combined. The expedition was prepared by Louis XIV. for the purpose of regaining for James the English throne.

Valognes, distance 11 miles from Cherbourg, is the next station of importance. It is the seat of a commercial college, and has large manufactories of hats, lace, and gloves. William the Conqueror had a castle here. It was here his court fool discovered to him the plot for his assassination, and he had barely time to escape with his life to his castle of Falaise.

Cherbourg, one of the principal naval ports and dock-yards of France, is reached in one hour from Valognes. It is nearly opposite Portsmouth and the Isle of Wight; the harbor is protected by a *digue*, or breakwater, of vastly greater proportions than that of Plymouth, and its approaches seaward are protected by numerous strong forts. Every means has, in fact, been adopted by the successive governments of France for a long period past to render it impregnable. Cherbourg contains a population of 41,812 inhabitants. The principal hotels are *de l'Univers*, *de France*, and *de l'Europe*. Its climate is remarkably mild; the houses are of stone, slated. It is celebrated for its naval docks, which are cut out of the solid rock. The harbor is protected on three sides by land; and to protect the fourth, and build the necessary forts and redoubts in the rear of the town, over *one hundred millions of dollars* have been expended. The works have been under progress since 1784, but were completely destroyed in 1808 and in 1836 by the violence of storms. The breakwater, as it now stands, is nearly three miles long, 310 feet at the base, 60 feet deep, averaging 40 feet under water and 20 above. It is defended by three immense fortifications, and by forts on every available situation in the neighborhood. An English force of 7000 men landed here in 1758, and, although opposed by

16,000 regular French troops, they kept possession of the place for three days. In the mean time they blew up all the docks, arsenals, and other military works, burning all the vessels of war and commerce, and levying a contribution on the town.

Cherbourg has now a maritime tribunal, a commercial college, a national academic society, a naval school, and museums. It has an active trade in wines, cattle, lard, butter, and eggs, and other produce exported to England and the Channel Isles. Charles X. embarked here with his family, taking a last farewell of his country, after abdicating his throne in 1830. The first French transatlantic steamers arrived at New York from Cherbourg July 8, 1847. Vessels belonging to the English Yacht Club are often found lying here, taking in stores of brandy, provisions, and champagne. The *Hôtel de Ville* contains a small collection of very good pictures. The *Chapelle de Notre Dame du Vœu* was built by the Empress Maude, in accordance with a vow made while in a storm at sea. There are no antiquities possessing any interest to be found in Cherbourg. A United States consul resides here. Steamers leave twice a week for Havre. We should advise the traveler, if he be returning home by the way of Havre, to take this route from Paris.

ROUTE No. 114.

Paris to Brest, via Versailles, Chartres, Le Mans (rail to Alençon and Falaise), *Laval, Rennes, St. Brieuc, Guingamp, and Morlaix*, by express from the Gare Montparnasse. Time, 13 h. 33 m.; fare, 75 fr. 10 c.

This route is through the bleak and poverty-stricken *Brittany*, a province much resembling Scotland in its barren heath moors and stormy, unprotected coasts. Its inhabitants are of Celtic origin, and differ in language, costume, and usages from the mass of the French people. An English writer says that "Englishmen, and espe-

cially Welshmen, should feel an interest in Brittany. When the Saxon invasion and domestic troubles drove portions of the ancient Britons from England, they settled in Brittany, which has since borne their name. Of their origin numerous traces still exist. The language is so similar to the Welsh that Welshmen coming to Brittany can communicate with the natives. Numerous are the words which are the same in both languages."

In many respects the Bretons of the present day are what they were in the time of Cæsar; nor has Time's hard tooth destroyed their salient points. Primitive, too, and world-old is now, as was then, the appearance of the country, reminding one of the barren hills surrounding Jerusalem. Huge rocks of granite and gneiss, vast tracts of furze and heath, here and there sprinkled with Druidical remains—these and the strange aspect of the people, clad in undressed skins and wooden shoes, with hair, as of old, flowing as a mantle over neck and shoulders, lead us back to the commencement of the Christian era. Many of the peasants are little better than savages, with all the appearance and many of the habits of wild animals. In truth, civilization seems to have halted on the frontiers of Brittany, affrighted by its rough exterior. Some of the towns may give a good idea of the towns of England two or three centuries ago. The narrow streets, destitute of channel or causeway, abound with lofty timbered houses of curious build, rising tier above tier like the stern of a three-decker, and approaching so close at top as almost to shut out the light, with uncouth figures at the angles, and quaint devices on the walls. Some of the shops are open to the street like booths in a fair. In Brittany now, as in the Middle Ages, the markets and fairs are the great events. Rare is the buying and selling that takes place at other times; but, when the market occurs, the country people, from a distance of twenty or thirty miles, throng the roads, bringing all imaginary articles to exchange for money, for money is as greedily sought in Brittany as elsewhere. The Breton works hard, and with difficulty earns his poor pittance of fifteen sous per day, from which, by a wonderful alchemy, he contrives to reserve one sou, which he puts carefully by.

After passing through *Versailles*, described in the environs of Paris, we reach

St. Cyr, where is situated the great conventual building which was converted into a military school by Napoleon I. in 1806. A school was first established here in the reign of Louis XIV., at the suggestion of Madame de Maintenon, for the education of 250 young ladies of noble birth. After the king's death Madame de Maintenon took up her abode here, where she remained until her death in 1719. Population, 2308.

Rambouillet, a small, dull town of 4228 inhabitants, lies some 32 miles southwest of Paris. It is remarkable only for its Gothic church, château, and park. The château has been the residence of many of the kings of France. Francis I. died here. Diane de Poitiers, Catherine de' Medici, Charles IX., Rabelais, Louis XIV. and Madame de Maintenon, Louis XVI. and Marie Antoinette, all lived here at different times. In the park is a beautiful Doric pavilion, erected by the last-mentioned queen: it is called the *Laiterie de la Reine*, where Marie Antoinette and her suite used to partake of basins of fresh milk. In the background is a beautiful artificial grotto, with a marble basin; in the centre is an exquisite marble statue, by Beauvallet, of Venus entering the Bath. From a reservoir on the top of the building the water falls over her shoulders, and jets spout up from the pavement. Near by is the *Pavilion of the Four Seasons*, where Louis XVI. and Marie Antoinette used to partake of breakfast during the summer months. It was likewise a habit of Napoleon I. to breakfast in the park, and there to examine his charts and maps when projecting a campaign.

Passing through *Epernon*, we arrive at

Maintenon, situated at the confluence of the Eure and Voise. Here are the ruins of the gigantic aqueduct commenced by Louis XIV. to convey water from the Eure to Versailles; it would have exceeded thirty miles in length when completed. Forty thousand troops were at one time employed on this great work; but, owing to the unhealthiness of the air, from which a great mortality ensued, and the war of 1688, the works were interrupted, and never again resumed. The *Château de Maintenon*, from which the town derived its name, was given

to Frances d'Aubigné, widow of Scarron, with the estate surrounding, and the title Marquise de Maintenon, at the time Louis made her his wife. They were married in the chapel of the château by the king's confessor, Père la Chaise, the king being 47, and Frances 50 years of age.

Chartres, 47 miles southwest from Paris. The hotels are all very indifferent, *Hôtel de France* the best. The town contains nearly 20,000 inhabitants. It is noted particularly for two things—its corn-flour market and cathedral. The latter is one of the most magnificent in France. It is built in the early Gothic style, and was the first church in France dedicated to the Virgin. Its length is 425 feet; height of the tallest spire, 304 feet; height of apex of the roof, 112 feet. It contains a vast number of beautifully painted windows, and the Gothic sculpturing of the screen that separates the choir from the aisles is considered superior to any thing of the kind in France. In this church St. Bernard preached his second crusade in 1145. Henri IV. was crowned here in 1594. Rheims being at the time in the hands of the Leaguers. There are two other remarkable churches, well worth a visit—that of *St. Pierre* and *St. Andre*. There is an obelisk to the memory of General Marceau, who was born here in 1769; it stands in *Place Marceau*, and bears the following inscription: "*Soldat à 16 ans; Général à 23; il mourut à 27.*" The town also contains an episcopal palace, vast barracks, and a public library of 30,000 volumes. Chartres was long held by the English, from whom it was taken in 1432. It was the birthplace of Regnier, the poet, and Pierre Nicole, the mathematician. After passing *Nogent-le-Rotrou*—a town containing some 7000 inhabitants, built in a curious form, having only four streets with a meadow in the centre, and which contains an ancient fortress, formerly inhabited by Sully—we arrive at

Le Mans. — Population, 37,269. The principal edifice is the *Cathedral of St. Julien*, erected in the 13th century, in the Romanesque and Gothic style. The windows are filled with beautiful painted glass. It contains the monuments of Francis I. and Henry II.; that of the queen of Richard Cœur de Lion, and Charles of Anjou. *Le Mans* was formerly the capital of the prov-

ince of Maine. It was the birthplace of Henry Plantagenet—Henry II. of England; the name is derived from *plantagenet*, a kind of broom which grows abundantly in Maine; his father used to wear a sprig of it in his hat. *Le Mans* consists of a lower and upper town, and is partly inclosed with Roman walls. In addition to its cathedral, it has several other churches, a town-hall, prefecture, theatre, and two hospitals, a college, seminary, museum, and public library, with manufactures of coarse linen, woolen fabrics, and wax candles. It was the scene of the frightful slaughter that took place in 1793, when the final dispersion of the Vendéan soldiers took place. The Republicans not only slaughtered the soldiers, but their miserable wives and children. *Hôtel de la Boule d'Or*.

From *Le Mans* there is a branch railroad to

Alençon, which has a population of 16,115 souls. The principal hotels are the *Grand Cerf* and *d'Angleterre*. It contains a court-house, cathedral, and public library. The industry of this town has changed much within the last 20 years; it now consists in tanneries, cider distilleries, bleaching, spinning, and printing; the manufacture of embroideries is extensive, also the celebrated lace called *point d'Alençon*, which still occupies five or six houses. The crystals called *d'Alençon diamonds* are found in its vicinity. One of the most atrocious villains among the revolutionary leaders was born here (Herbert the Anarchist); when led to the scaffold, where he had sacrificed thousands, he proved himself to be what villains generally are—a consummate coward.

From *Alençon* the railway continues on to

Falaise, which may also be reached from Caen on the route to Cherbourg. *Falaise Castle*, the birthplace of William the Conqueror, is one of the few real Roman fortresses remaining in France. *Hôtel du Grand Cerf*. The town contains 8183 inhabitants, and is celebrated for the fairs held here in August, which were inaugurated by William the Conqueror. The grammar-school, situated in the outer court of the castle, occupies a chapel said to date from the 12th century. In the centre of the *Place de la Trinité* is a bronze equestrian statue of King William in a costume

copied from the Bayeux tapestry: it was erected by his fellow-citizens in 1851. Returning to our main route to Brest, the next place of importance is

Laval, a city of 27,189 inhabitants. Hotels, *de France* and *de Paris*. This is the chief town in the department of Mayenne; it is situated on a steep declivity, inclosed by old walls, and consists of an old quarter, with narrow, tortuous streets and black, overhanging, modern houses, and a new quarter with wide, regular, and well-built streets. One of the principal buildings is an old castle situated on the right bank of the river, belonging formerly to the seigneurs of La Trémouille; it is flanked by a round tower, built in the 12th century, and is now used as a prison. The town has a curious Gothic cathedral, two hospitals, prefecture, town-hall; a Hall au Toiles, where a market is held weekly for the sale of linen, cotton and linen thread, all of which are largely manufactured here. It has bleach and dye works, tanneries, and marble-works. The town was taken by the English in 1466, and recaptured by the French the following year. It suffered greatly in the Vendéan war, at the close of the last century; and near it was gained one of the most glorious victories of the Vendéans. The latter having been obliged by a series of defeats to cross the Loire, the leader of the Republican forces wrote to the Convention in Paris, "La Vendée is no more." At this moment Lescure, who was mortally wounded, insisted on being carried through the Royalists' ranks on a litter; the Vendéans rallied, and rushed upon the Republicans in close column, carrying every thing before them, and completely routing the enemy, with a loss of 12,000 men. So complete was the rout that the remnants of the Republican army were not again collected for twelve days. We pass the town of

Vitré, a place of little importance, although noted as the birthplace of Savary in 1750; it has a population of 9000, and does considerable in the cotton, hosiery, and leather trade. Two miles south of the town is the *Château des Rocher*, which was for a long time the residence of Madame de Sévigné, and where she wrote most of her charming letters.

Rennes, formerly the capital of Brittany,

contains 45,485 inhabitants. Hotels, *Jullien* and *de France*. The city is nearly all modern, it having been destroyed by fire in 1720; the fire lasted seven days, and consumed nearly every building in the town. The lower or new town is rebuilt on a regular plan; it contains a theatre and a university, academy, a school of artillery, an arsenal and seminary, schools of law and medicine, a normal school, and a library containing 30,000 volumes. It has an extensive trade in butter, honey, wax, and linen goods. The Duke of Lancaster besieged this place unsuccessfully in 1357; in 1555 Henry II. held a Parliament here. Daily communication with *St. Malo*, 40 miles distance north from Rennes.

St. Brieuc, the next place of importance on our route, containing 15,812 inhabitants, has little to commend it to the traveler but its size; so we pass to

Morlaix, 34 miles distant from Brest. Population, 14,046. Hotels, *de l'Europe* and *Provence*. This town is situated at the foot of two hills, and still retains an air of antiquity, although in some portions of the town modern improvements are springing up. It has a commodious harbor, capable of accommodating vessels of 400 tons; a town-hall, fortified castle, and public library. In 1522, Francis I. having committed some depredations on English merchants in French ports, Henry VIII. dispatched the Earl of Surrey, who entered the port of Morlaix with fifty vessels, pillaged the town, set fire to the houses, and massacred the inhabitants. In retiring to their ships 600 of the last were intercepted by the inhabitants, and slaughtered near a spring now called *Fontaine des Anglais*, near which is the *Cour Beaumont*, a very fine promenade, two miles in length. Steamers run from Morlaix to Havre once a week in 18 hours.

Brest.—We now arrive at the terminus of our route, the chief naval arsenal and dock-yard of France, the city of Brest—Brustum of the Romans—situated on the north shore of a small gulf called the Road of Brest. It is the "Land's End" of France. Its bay, which is capable of containing all the ships of war in Europe, communicates with the German Ocean by a strait called the "Goulet," which is defended by forts and batteries, and rendered difficult of access to an enemy. Its immense harbor is

one of the most secure in Europe, and could accommodate 60 ships of the line; it is protected by batteries, and a citadel built on a rock, and communicates by a canal with the port of Nantes. Population, inclusive of soldiers, sailors, etc., 80,000. *Hôtel des Voyageurs*. The gates are closed at 10 P.M. in summer and 9 P.M. in winter.

To visit the dock-yard you must obtain a written permit from the Minister de la Marine before you leave Paris. The city is built on the slopes of considerable hills, and is divided by the port into two parts, which communicate only by boats. Among its most important works are five large basins, extensive quays, an arsenal, vast magazines, and building yards. Its barracks are capable of accommodating 10,000 men.

Brest has many important educational establishments, a medical school, a naval school, a commercial college, a school of hydrography, a public library, botanical garden, and observatory. The *Hôpital Marine*, capable of containing 1400 invalids, is one of the cleanest, most comfortable, and best conducted establishments on the Continent; the rooms are large and airy, and the beds are hung with white curtains, as well as the windows of each *salle*.

In 1548, Mary, Queen of Scots, landed at Brest on her way to St. Germain, where she was affianced to the Dauphin Francis. She was then only five years old. Brest has been frequently occupied by the English—in 1372, 1378, and 1397. It was attacked without success by the Spaniards in 1597, and by the English in 1694. The last is one of the most memorable defeats in English history. Through the treachery of the Duke of Marlborough, who informed Louis XIV., and his former master, James II., of the proposed expedition one month before the intended descent, the French had thrown up masked batteries where none before existed, and 900 men were cut to pieces in an instant; every point was found bristling with cannon; extra troops had been collected, and the place had been put in such a condition of defense that defeat was inevitable.

The entrance to the harbor through the *Goulet*, which is only 5000 feet wide, is so admirably defended that not less than 500 cannon can be brought to bear on any ves-

sel or vessels attempting the passage. A steamer makes daily excursions through the harbor and roadstead. It is well worth the time to see the fortifications. The cemetery, also, on the east side of the roadstead, will repay a visit.

ROUTE No. 115.

Paris to Bordeaux, via Orleans, Tours, and Poitiers, by rail from the *Gare d'Orléans*. Time, per *Chemin de Fer d'Orléans* (express train, 8.45 A.M.), 9 h. 7 m.; fare, 71 fr. 20 c.; distance, 365 miles. By night express (8.20), 10 h. 50 m. *Sleeping-car* (which continues to Irun, Spanish frontier), 24 francs extra, 10 francs more from Bordeaux to Irun, and 20 francs from Irun to Madrid. At Irun passengers for Spain change cars. Early application should be made to the agencies of the company. *Coupé*, one-tenth extra; *coupé-lit*, four-tenths; *fauteuil-lit*, one-third extra.

Paris to Orleans (day); time, 2 h. 2 m.; fare, 14 fr. 90 c.;—*Orleans to Tours*; time, 2 h. 24 m.; fare, 13 fr. 90 c.;—*Tours to Poitiers*, and *Bordeaux*; time, 1 h. 45 m., and 5 h. 18 m.; fare, 12 fr. 10 c., and 41 fr. 80 c.

Starting from Paris, we pass through the provinces of Maine, Anjou, Touraine, and Orleanais, among the richest and most fertile in the empire. They are all situated within the basin of the Loire. Many parts of Anjou and Maine are covered with brushwood and heath; but Orleanais exhibits, in its fullest perfection, the rich banks of the Loire, which winds its way through broad and verdant meadows, diversified by vineyards, gardens, and forests. The whole of this region is rich in memorials of former ages, and many of the cities which it contains have played a conspicuous part in the annals of English as well as French history.

We pass through Orleans, Blois, Tours, Angers, to Nantes, all cities of great historical importance. From Paris to Nantes the distance is 256 miles. Fare, first class,

§9 50; second class, §6 33. Express train in 10 hours.

Choisy-le-Roi is the first station of importance passed after leaving Paris. This is a manufacturing town of some 5200 inhabitants, containing works for the manufacture of morocco leather and of glass; also chemical works and a sugar refinery. The town derived its name from its having been a favorite residence of Louis XV., who built here a château for Madame de Pompadour, of which only a small fragment, used as a china manufactory, now remains. At *Jurisy* a branch line runs off to Montargis.

Etampes is an ancient town of nearly 9000 inhabitants, containing a Gothic church of the 13th century and the remains of a royal castle and palace built by King Robert in the 11th century, which remained in good preservation until dismantled by Henry IV. It was given as a patrimony by three French kings to their different mistresses—by Francis I. to Anne of Pisseleu, by Henri II. to Diana of Poitiers, and by Henri IV. to Gabrielle d'Estrées. In the town and vicinity are numerous flour-mills; and it is estimated that Etampes supplies Paris with nearly half the flour consumed in the capital. It has also manufactories of soap, hosiery, and linen thread.

Thirteen miles from Orleans is the village of *Artenay*, near which the famous "Battle of the Herrings" was fought, where 2000 English soldiers—who were conveying provisions to the English army, which was at the time besieging the city of Orleans—defeated 4000 French soldiers who were sent to intercept them. A few months later the same English forces were defeated at the first onset of the French, led on by Joan of Arc, showing the effect of superstition over the minds of men. The Duke of Mecklenburg here defeated the Army of the Loire, December 2, 1870.

Orleans, one of the most ancient cities of France, which formerly ranked next to Paris in importance, contains a population of 50,798. *Hôtel d'Orleans* and *Hôtel de Loiret*. The town is situated on a rich plain, and contains many fine squares, but is in general ill built. The *Cathedral*, or church of St. Croix, is one of the finest in France: it is surmounted by two towers, each 280 feet high. Among the public build-

ings are a university, academy, a national college, a primary normal school, a secondary medical school, a public library of 25,000 volumes, a museum of natural history, a botanical garden, and theatre. Opposite the Mairie stands a fine statue of Joan d'Arc, executed by the Princess Marie, daughter of Louis Philippe. The industrial establishments comprise manufactories of hosiery, woollens, cottons, pottery-ware, vinegar, and saltpetre; sugar-refineries, breweries, and metal foundries. An extensive commerce is also carried on in the wine, brandy, and vinegar of the district. Orleans was the capital of the first kingdom of Burgundy, and since the time of Philippe de Valois it gave the title of duke to a member of the royal family. In 1428 Orleans was besieged six months by the English: in the following year the celebrated Joan of Arc entered the city with inferior French forces in the face of the English, bearing supplies to the besieged; and as she rode through the streets on a spirited charger, dressed in full armor and bearing a sacred banner, she was looked upon by the famished townspeople as a guardian angel. In opposition to the opinion and wishes of the most skillful and experienced of the French commanders, she insisted in organizing a chosen band of troops, at the head of which she crossed the Loire in boats, and attacked a portion of the Bastille des Tourelles: for many hours she was kept at bay by a picked body of 500 troops. In attempting to scale the wall, an arrow pierced her corselet, and she fell into the ditch; but what was the feeling of supernatural horror and dismay with which the English saw her, whom they supposed mortally wounded, waving on high her magic banner, and again leading on the assault. The spirits of the French increased; and their enemies, believing that a supernatural power was exerted against them when they saw the body of their leader hurled into the river as he was crossing the drawbridge, began to falter. Joan carried the fort, and the next day the English broke up the siege. Thus, in seven days after her arrival, she crossed the bridge in triumph that had been for months blockaded by the English forces, after which time she was called the "Maid of Orleans." In 1567 Orleans was pillaged by the Calvinists. It is the birthplace of

Robert, king of France; Francis II., husband of Mary Queen of Scots, here ended his days. The *Forest of Orleans* is one of the largest in France.

In the Franco-Prussian war of 1870, Orleans was taken by the Germans October 11. They were defeated and driven out by the Army of the Loire November 10; but regained possession December 5, the same year.

Thirteen miles from Orleans we pass

Meung, opposite to which, three miles from the Loire, stands *Notre Dame de Clery*. It is celebrated as being the burial-place of Louis XI.: he selected it in preference to St. Denis, the place of sepulture of his forefathers, because he supposed he had recovered from a serious illness by the interposition of the Virgin while residing here. His monument consists of a very elegant statue in marble, representing him on his knees in an attitude of prayer. The architectural proportions of the church are very fine. Near the town of *Eauegency*, two stations further, is the beautiful and picturesque chateau of Eugene Sue.

Blois.—Population, 20,331. *Hôtel d'Angletterre*. It is situated on the Loire, and possesses a fine old castle standing on a rock which overhangs the river. This castle belonged to the Counts of Blois. Louis XII. was born here, and here the States-general held their meetings in 1576 and 1588. It has been for ages the residence of kings and queens, princes, and dukes of royal blood, as well as the scene of many crimes and murders, foremost in the rank of which stands the cold-blooded murder of the Duke of Guise, the mighty Henri le Balafre, and his brother, the unfortunate Cardinal de Lorraine. The room is shown where Catherine de' Medici contrived the plot, and where her cowardly son, Henri III., put forty-five daggers in the hands of his suite to stab the Duke of Guise as he entered the chamber. Coming unarmed and unprotected, in obedience to the summons of his king, he fell, pierced by every dagger. His brother, the following day, shared the same fate. The observatory of Catherine de' Medici may be seen, where she used to retire with her astrologer to consult the stars. The castle is well worth a visit. There is in Blois an ancient aqueduct, cut in the rock by the Romans. The magnificent dikes for the protection of

the valley from the encroachments of the Loire, one of the most remarkable works of the kind in Europe, commence at Blois. It has manufactures of gloves and porcelain, and an extensive trade in wine, timber, and Orleans brandy. In addition to Louis XII., Peter, the divine, and Papin, the inventor of the steam-engine, were born here. The last imperial decree of Napoleon I. was dated here, having, in 1814, dispatched the remnant of his court hither, as well as the Empress and the King of Rome.

Blois was captured by the Germans December 13, 1870.

A very interesting excursion, occupying two hours, may be made from Blois to the *Castle of Chambord*. It was built by Francis I., and has been the residence of that monarch, as well as Henri II. and Charles IX. Louis XIV. presented it to Marshal Saxe, who died here in 1750. It is now owned by the Duke of Bordeaux, to whom it was presented by a body of Loyalists. Omnibuses run daily.

Not far from Blois is the *Chateau de Valençay*, interesting to the traveler as having been the residence of Prince Talleyrand during the later period of his life; his remains were interred in a small nunnery at *Valençay*. It was in this chateau that Napoleon I. kept Ferdinand VII. of Spain a prisoner for six years. Before we arrive at Amboise we pass the *Chateau de Chaumont*, the birthplace of Cardinal d'Amboise, minister under Louis XII. Catherine de' Medici lived here at the time of the death of her husband, Henri II.

Amboise, 14 miles from Tours, is a meanly built and dull town of 4118 inhabitants, which has an extensive manufacture of files and other steel goods, fine wines, and woollens. It is noted principally for its *castle*, long the residence of the kings of France. Here it was that the plot against the Guises was formed, known as the "Conjuratoire d'Amboise." The plot was discovered, and 1200 Huguenot conspirators were either hung or beheaded in and around the castle. The stench of the dead bodies was such that, for some time, the court was compelled to leave Amboise. The famous Arab chief, Abd-el-Kader, was detained here a prisoner by Louis Philippe, but was set at liberty by the Emperor Napoleon III. In the time of Francis I., the

chief officer of the castle had three lovely daughters, each of whom, in turn, became his mistress; their name was Babon, and two of the favorite mistresses of Henry IV. were daughters of two of these ladies. Morals at that time were not at a high premium.

Ten miles south of Amboise is situated the *Château Chénanceau*, built by Francis I. It was given by Henry II. to his mistress, Diana of Poitiers, who inhabited it up to the time of his death, at which time she was dispossessed of it by his wife, Catherine de' Medici. At the time of the Revolution it escaped the fate of nearly all the old royal palaces, on account of the popularity of its amiable owner, Madame Dupin. She was very accomplished, and during her residence here, Voltaire, Rousseau, and Bolingbroke were among her constant visitors. The château contains a fine collection of historical paintings; among the principal are one of Agnes Sorel, Sully, Henry IV., and Rabelais.

Tours is the principal city of the province of Touraine. Population about 43,000. Principal and best hotel, *Hôtel de l'Univers*, a short distance from the station. The junction of the Paris and Bordeaux road is here formed. The city is situated at the extremity of a fine plain, and its bridges across the Loire are the finest in Europe. One of the principal buildings is a Gothic cathedral, built by Henry V. of England. Its length is 256 feet; height, 85 feet; it is flanked by two towers each 205 feet high. The town contains an episcopal palace, Exchange, and Hotel de Ville, also a tribunal of commerce, a national college, a library of 32,000 volumes, a cabinet of natural history, numerous schools, and learned societies. The manufacture of silk goods, introduced by Louis XI., is still important. There is also an important manufacture of woolen cloth, hosiery, and leather. The Museum contains a gallery of paintings, but they are very indifferent. The only surviving portion of the ancient castle, which was converted into cavalry barracks, is a round tower, from which Charles of Touraine (son of the Duke of Guise who was murdered by Henry III.) let himself down by a rope. On either side of Rue St. Martin stand two ancient towers, visible from all parts of the city. One of them contains a clock, and is called *Tour St.*

Martin; the other, *La Tour de Charlemagne*, from the fact that Luitgarde, wife of Charlemagne, was buried beneath it. The *Plessis les Tours*, so well known by the description in "Quentin Durward," built by Louis XI., is well worth a visit. The new *Palais de Justice* is one of the finest buildings in the city. Tours is a favorite residence of English families.

From Tours to the castle of *Loches* the distance is 30 miles. The castle acquired a terrible reputation as a state prison under Louis XI. The blood curdles at the recital of the deeds of cruelty committed in this den of infamy when under the governorship of the barber Le Daim. At one end of the terrace is the monument erected to the memory of Agnes Sorel, mistress to Charles VII., through whom she did much good.

[*Tours to Brest, via Saumur, Angers, and Nantes (St. Nazaire)*; time, 15 h.; fare, 52 fr. 25 c.;—*Tours to Nantes*; time, 4 h. 32 m.; fare, 23 fr. 75 c.;—*Nantes to Brest*; time, 11 h. 5 m.; fare, 25 fr. 20 c.]

Cinq-Mars, a small village, whose ruined castle gave its name to one of Louis XIII.'s favorites, and a consequent victim of Cardinal Richelieu's relentless ambition. Near the village is a square brick tower, originally surmounted by five pinnacles, called *La Pile de Cinq-Mars*, and believed to be a Roman work of the 3d or 4th century.

Saumur, a town containing 13,663 inhabitants, is beautifully situated on the left bank of the Loire, and contains a tribunal of commerce, a college, a military riding-school, and manufactures of linens and cambrics. About a mile and a half from Saumur is the *Dolmen of Bagneux*, one of the best preserved and largest in France. It is a chamber built like a house of cards, with rough unhewn blocks of stone placed upright to form the walls, with others placed across them for a roof. The largest of these blocks measures 24 feet in length by 21 in breadth, the thickness being 2½ feet.

The *Abbaye de Fontevrault*, now converted into a prison, is ten miles from Saumur; it covers between thirty and forty acres with its courts and buildings, and is occupied by 1500 men and boys.

Angers, formerly the capital of Anjou, contains 54,791 inhabitants. The principal hotels are the *Hôtel d'Anjou* and the

Cheval Blanc. This town contains a large number of antique churches and buildings of a sombre cast; it is generally ill built, although it has been recently somewhat improved by the construction of a broad quay along the left bank of the river, and by the erection of regular white stone houses in place of its former gabled cottages. A boulevard has also been constructed, which takes the place of the old fortifications. Among its ancient structures are the ruins of a castle, once the stronghold of the Dukes of Anjou. It has recently been converted into a prison and powder-magazine. Taking its size and preservation into consideration, it may be considered the finest castle in France. It is surrounded by a broad ditch, the gateway and portcullis being almost perfect. The *Cathedral of St. Maurice*, from its elevated position, is conspicuous from all parts of the town. It dates from the 12th century, and is in a very fine state of preservation. Margaret of Anjou was buried in this church, but her tomb was destroyed by the Revolutionists. In the Museum, situated contiguous to the Cathedral, are some very fine pieces of sculpture by David; also a marble bust of Napoleon I. by Canova. Among the relics is a water-pot purporting to be one of those used by the Savior at the marriage in Cana of Galilee. It was brought from the East by King René. The Museum of Natural History in the upper story of the same building contains many valuable and interesting relics. There are vestiges of a Roman aqueduct in the neighborhood. Close to the castle is the suspension bridge. During the passage of a regiment of soldiers over it in 1849 it fell, and over 250 men were drowned. One of the best conducted establishments in Angers is the *Hospice St. Jean*, founded by Henry II., king of England and Duke of Anjou. It dates from the middle of the 12th century. The Mayenne divides Angers into an upper and lower town, and its walls are converted into extensive boulevards, planted with trees, and lined with handsome houses. It contains a riding-school and an Academy of Belles-Lettres. The Military College, where Lord Chatham and the Duke of Wellington studied, is now removed to Saumur. Angers is the seat of a royal college, university, and academy. Manufactures of linen and woolen stuffs, cot-

ton and silk twists, and hosiery, sugar and wax refineries, and does considerable trade in wine, corn, and slates quarried in the neighborhood. Bernier, the traveler, and David, the sculptor, were both natives of Angers.

In the neighborhood of Angers are numerous slate quarries, employing between 2000 and 3000 workmen, and furnishing yearly about eighty million slates; a large portion of France is supplied from here, while an amount is exported valued at 1½ million francs per annum. The largest of these quarries, *le Grand Carreau*, covers an area of about 4000 metres, and is some 105 metres deep.

Nantes, 256 miles southwest of Paris, contains a population of 118,625 souls, and ranks the fourth city in France in regard to population. *Hôtel de France* (good), and *Hôtel des Colonies et du Commerce*. Nantes, situated at the junction of the Loire and Erdre, was the ancient residence of the Dukes of Brittany, and is one of the handsomest and most pleasing towns of France. It is remarkable for the regularity of its public squares. It is connected by twelve bridges with its isles and the suburb Madeleine, on the left bank of the river. The chief edifice is the *Cathedral*, with two towers 170 feet high. Some portions of the structure are of the 11th, 13th, and 15th centuries. The principal object of curiosity it contains is the splendid monument of Francis II., last Duke of Brittany, and his wife, Marguerite de Foix. It was erected to their memory in the Carmelite convent by their daughter, Anne of Brittany, but was removed from there to its present position. It is a magnificent work of art, by Michel Colomb. On an altar of red, white, and black marble repose the figures of Francis and his wife; three angels support their heads, their feet resting on a lion and greyhound. At the four corners are statues of Wisdom, Temperance, Power, and Justice. The twelve apostles are arranged at the sides of the tomb, Charlemagne and St. Louis at their heads, St. Francis and St. Marguerite at their feet.

Next in importance is the *Castle of Nantes*, a massive structure flanked with bastions; it dates from the fourteenth century. It was the birthplace of Anne of Brittany, and she was here married to Louis XII. It had been the residence of

all the kings of France, from the time of Charles VIII. down to the Revolution. It was here that Henri IV. signed the famous *Edict of Nantes*, which gave protection to the Protestants. It was from this castle that Cardinal de Retz, who was a prisoner, escaped by letting himself down into the Loire by a rope. Nantes contains also a town-hall, mint, and corn exchange. In its environs are many handsome villas. Merchant vessels of 1000 tons are built on the Loire, and it has numerous manufactures of cottons, muslins, and woolens, cannon founderies, distilleries, potteries, ship-building yards, and an extensive maritime commerce. The port admits vessels of only 200 tons. Larger vessels unload at Paimbœuf. Nantes is the birthplace of Fouché, formerly Minister of Police for Napoleon, and of Bouguer, the mathematician. It sustained numerous sieges, and was united to France with the rest of Bretagne.

Nantes is noted for its butcheries during the Revolution. Over thirty thousand souls, principally women and children, were murdered in cold blood. Carrier, the most detestable monster of the Revolution, when tired of single murders by the guillotine, invented the *noyades* and *republican marriages*. By the first process, boats were filled with miserable victims, rowed into the stream, and by an ingenious contrivance a valve was opened, and boat and crew sank. Bands of inhuman wretches were stationed along the shore to cut off the hands and fingers of any poor unfortunate who succeeded in swimming to shore. The "republican marriage" consisted in binding a male and female back to back, and after being exposed for an hour to the gaze of the multitude, they were dragged to the banks of the Loire and plunged into the "natural bath," as the villains facetiously termed the river. *Paimbœuf* is situated on the Loire, thirty miles below Nantes. Steamers run daily in four hours.

Nearly opposite the *Oudon* station, on the road from Angers to Nantes, is the small village of *Chumptoncé*, noted for its feudal castle, which was the residence of the famous *Blue Beard*, of English juvenile literature. *Giles de Laval*, Lord of Raiz, or "Barbe Bleu," as he was called, having been informed by an Italian magician that bathing in infants' blood would renovate

his constitution—impaired by the excesses of youth—was in the daily habit of kidnapping the children of the *manor* for the purpose of bathing in their warm blood. He carried this butchery to such an extent that the whole country rose against the cold-blooded wretch; he was seized and conducted before John V. of Brittany, tried, and condemned to be burned at the stake. He died confessing his horrid crimes.

Continuing on our route from Nantes to Brest, we pass *Elven*, a small village, about two miles from which stands the ruined castle of *Largoet*, where Henry of Richmond (afterward Henry VII.) and his uncle, the Earl of Pembroke, were shut up by the Duke of Brittany.

Vannes.—Population, 14,700. *Hôtel du Commerce*. This town is situated at the extremity of a narrow inlet, which branches out of the Morbihan, about fifteen miles from the open sea. It possesses an air of antiquity to be noticed in all the Breton towns, but contains little to interest the traveler, if we except the cathedral and the *Tour du Connétable*, said to be that in which the Constable de Clisson was confined by John de Montfort in 1387.

From Vannes an excursion may be made by carriage or on foot to the peninsula of Rhuys. The road first leads to *Sarzeau*, the birthplace of the author of *Gil Blas*, and then reaches the *Castle of Sucinio*, built by John, duke of Brittany, in 1260. It is in the form of a pentagon, with six round towers. The abbey and church of *St. Gildas*, 21 miles from Vannes, are remarkable as having been the retreat of *Abelard* in 1125.

Beyond Vannes, on the road to Brest, we pass the small village of *St. Anne d'Auray*, a great place of pilgrimage, frequented by as many as 20,000 or 30,000 persons yearly, who travel here in Whitsun-week, on account of a fragment of a statue of *St. Anne*, revealed in a vision to a peasant, named *Yves Nicolazic*, in 1623.

Auray, a town of 4900 inhabitants, situated on the Auray, is a good starting-point from which to visit the antiquities of Carnac and Locmariaquer. *Hôtel Pavillon d'en haut*. The monument of Carnac consists of three great groups or phalanxes of stones, beginning on the east near the *Château du Lac*. The first group, running from east to west for about 2000

feet, is at first irregular, the stones being small and far apart; but as Kerlescant is approached they become larger and more regularly placed, until the group terminates in eleven well-formed ranks of stones from 10 to 12 feet in height. This inclosure is called Le Bal. From here few stones are to be seen for a distance of 2000 feet, when order is again perceived; and at the farm of Kermario eleven more ranks of stones are seen, measuring from 12 to 16 feet, and terminating in a large and important dolmen. The third group, beginning 1000 feet farther on, and terminating at Maenac, is the finest of the three, and terminates in a circular inclosure, now difficult to be defined, as part of the village is built within it. Some of the stones of this group measure eighteen feet.

The monument of Erdeven, five miles to the northwest, is very similar to that of Carnac, but on a smaller scale.

Locmariaquer is a poor village, situated on a promontory projecting between the ocean and the Morbihan. About a mile to the northwest is a mound of earth, called the *Mané Lud*, or *Hellud*, containing a fine stone chamber, with sides and roof covered with sculptured figures. To the southwest is a similar mound, called *Mané ar Groach*, or *Butte de Cesar*, in the chamber of which stone implements, as well as glass and jasper necklaces, were found, which have been removed to Vannes.

Continuing our route from Auray, and passing *Hennebont* (population 5112), one of the chief corn-markets of Brittany, we reach

Lorient, a town of 37,655 inhabitants, with a fortified dock-yard. There is little here to interest the traveler, Lorient being almost exclusively a building port.

Quimper, the principal town of the Département du Finistère, contains a population of 12,532. *Hôtel de l'Épée*. This town bears the marks of great antiquity, and is still partly surrounded by the walls and towers erected by Pierre de Dreux. The cathedral is a fine building, dating from the 14th century.

Quimper to Brest, in $3\frac{1}{4}$ hrs.; fare, 10 fr. 60 c. (Brest is described in Route 114.)

Tours to Bordeaux (continuation), see Route 116 to Poitiers, and Route 117 thence to Bordeaux.

ROUTE No. 116.

Tours to La Rochelle, via Poitiers. Time, 5 h. 19 m.; fare, 24 fr. 85 c.;—*Tours to Poitiers*; time, 1 h. 45 m.; fare, 12 fr. 10 c.;—*Poitiers to La Rochelle*; time, 3 h. 23 m.; fare, 12 fr. 35 c.

This is the Paris mail route to Bordeaux as far as Poitiers, whence Route 117.

Tours to Bordeaux. Time, 5 h. 33 m.; fare, 42 fr. 40 c.

Villeperdue is passed on the way. Here, in the chapel of St. Catherine de Fierbois, was found the sacred sword carried by Joan of Arc in all her battles.

We next reach the enterprising town of *Châtellerault*, which contains 14,278 inhabitants; it is one of the principal seats of the manufacture of French cutlery, the production of which employs about 600 families. It has a castle, from which it derives its name, an exchange, theatre, and hospital. James Hamilton, second Earl of Arran, received the dukedom of Châtellerault from Henry II. in 1548 as the price of his consent to the marriage of his ward, Mary Queen of Scots, with the Dauphin Francis.

We now arrive at *Poitiers*, the most considerable town in the ancient province of Poitou, the western portion of which constitutes the modern department of Vendée, celebrated under that name for the wars which, during the earlier years of the Revolution, its inhabitants waged so devotedly on behalf of the monarchical cause—one of the most gallant and high-minded struggles recorded in the pages of history. The hardy and vigorous peasantry of the district, strongly attached to the proprietors of the soil, who, unlike the landlords of France in general, resided much on their estates, retained feudal attachments and ties unknown elsewhere; with their masters, they staked life, and all that makes life dear, in behalf of the ancient régime.

Poitiers contains about 31,000 inhabitants. *Hôtel de France*. The town is inclosed by old walls, and has several old churches, the principal of which are the *Cathedral* and the church of *St. Radoyonde*. Inclosed by iron bars is a small chapel in this church, in which is contained "*Le Pas de Dieu*," covered with an iron case. Here, the legend tells us, the Saviour appeared to the saint. In the crypt is the black

marble coffin of St. Radegonde, to which a pilgrimage is made in the month of August by the poorer classes. It was said her body had the virtue of curing the sick; but that being burned by the Huguenots, they think her coffin still retains its healing qualities. The churches of *St. Porchaire*, *St. Hilaire*, and *St. Jean de Moutiersneuf* are all well worthy a visit on account of the antiquity of their architecture. There are also the remains of a Roman amphitheatre. It is now used as a vegetable garden by the *Hôtel d'Evreux*. Poitiers also contains a castle, university, academy, and several schools, hospitals, a public library of 25,000 volumes, a theatre, botanical garden, manufactures of woollen goods, hosiery, lace, and hats. It has some trade in corn, wool, and wine. It came by marriage into possession of the dukes of Normandy, and was for three centuries attached to the crown of England.

Near Poitiers was the scene of the ever-memorable conflict between Charles Martel, at the head of as many Christians as he could collect under his banners, and Abderrahman, commander-in-chief of the Mohammedan forces. The Saracens had nearly made their caliph arbiter of the civilized world, when the Koran received its death-blow in the West on this spot. It is said by some writers that over 300,000 Mohammedans were left dead upon the field. It was also the scene of a signal and most unexpected victory, gained Sept. 9, 1356, over the French by the English under Edward the Black Prince, who captured and brought to England John, king of France. The prince was on his way home from Bordeaux with some 12,000 men, when he unexpectedly encountered King John at the head of 60,000 men. Edward, to prevent the useless effusion of blood, offered to relinquish all the cities and castles he had taken, and give up his prisoners; but the French, believing and trusting in the superiority of numbers, refused every offer. The English were then led on by the Black Prince and Lord Chandos, and the result is well known. Poitiers contains a very celebrated school, called *Ecole de Droit*, numbering a large number of students. Lord Bacon was among the number who studied there.

Poitiers to Bordeaux; time, 3 h. 43 m.; fare, 30 fr. 30 c. (See Route 117.)

Lusignan.—Population, 1500. It is only celebrated as the cradle of the Lusignan family, sovereigns of Jerusalem and Cyprus during the Crusades. The old castle belonging to the family was destroyed by the Catholics in 1574, and a public promenade now occupies its site.

Niort is a modern town of 21,344 inhabitants. It is beautifully situated on the slope of two hills, inclosed by well-planted promenades, and contains an ancient castle surmounted by two keep-towers, and is remarkable as the birthplace of Madame de Maintenon. Her father, Constant d'Aubigné, was confined in it. There is a fine Gothic church built by the English, a market-hall, two hospitals, a theatre, barracks, public library, a college, Athenæum, and botanical garden, with manufactures of woollen stuffs, gloves, shoes, leather, and confectionery. Niort is the entrepôt for the wines of Gironde, timber, wool, hides, and cattle. Principal hotel, *Hôtel de France*. From here a branch line runs through Bressuire to Angers, through a rich wine-growing country.

Bressuire is a new town of 3389 inhabitants, built on the site of one destroyed during the Vendéan war. Near it is the château of Clissé, the seat of the Laroche-jacquelins, formerly belonging to the Lescares. From Bressuire a branch line runs to La Roche-sur-Yon and the Sables d'Olonne.

Thouars, situated on a hill almost surrounded by the river Thoué, contains 2622 inhabitants, and lies on the road from Bressuire to Tours. What is now the Mairie was once a fine old château belonging to the La Trémouilles, purchased by the town authorities during the time of the Revolution. There is also a fine old church with a handsomely decorated front.

Continuing from Bressuire to Angers we pass

Cholet, the scene of two actions in the Vendéan war, in the first of which the Vendéans lost their brave leader, M. de Lescares. Population, 13,552. Cholet is a manufacturing town, entirely rebuilt since its destruction by the Republicans, and contains little of interest to arrest the traveler. Three stations farther we reach Angers. (See Route No. 115.)

La Rochelle was once a place of considerable importance, and for a long time the

stronghold of Protestantism; but it was taken by Louis XIII. in 1628. At that time it contained nearly thirty thousand inhabitants: it now numbers nineteen thousand. Its best hotel, *Hôtel de France*, is very good. It is entered by seven gates, and its streets are mostly bordered by arcades. The principal edifices are a cathedral, town-hall, exchange, court of justice, hospital, arsenal, docks, and a good bathing establishment. An inner harbor opens from the outer port, capable of containing vessels of 500 tons. The roadstead is protected by the isles Ré and Oleron. It has schools of navigation and drawing, a public library containing 20,000 volumes, a botanical garden, and a cabinet of natural history. Its manufactures are glass and earthenware, cotton-twist, and sugar refineries. It has an extensive trade in wines, brandies, and colonial produce.

In 1628 Richelieu ordered an immense dike over 5000 feet in length to be thrown into the sea, which contributed much to the capture of the town, preventing the English from sending supplies. The courageous Guiton, when he accepted the office of mayor at the commencement of the siege, said he would do so with the distinct understanding that the dagger which he then held in his hand should lie on the council-chamber table, to be plunged into the heart of the first person who should breathe the word "*surrender*." The siege lasted fourteen months, and the population was reduced from 30,000 to 5000. The city was at length compelled to yield. One of the articles of capitulation was that the heroic Guiton should retain his office of mayor, with all the dignities appertaining thereto. His table and chair are shown among the relics of the *Hôtel de Ville*. The two towers at the entrance of the harbor, the Tower de la Lanterne, the Porte de l'Horloge, and several of the old city gates, with one or two old houses, are all that remain as relics of this most memorable siege. La Rochelle is the birthplace of Réaumur, the inventor of the thermometric scale. Trains run daily to Rochefort. From La Rochelle a railway runs north to Nantes, passing through *Marans*, a town of 4534 inhabitants, chiefly engaged in exporting corn and flour from Niorte and La Vendée, by means of the River Sèvre, on which the town is situated. The railway

now crosses a series of marshy flats, intersected by canals, and traversed by several rivers, of which the most important are the Sèvre-Niortaise and the Vendée.

Luçon, situated near these marshes, and connected with the sea by a canal, is a town of 6100 inhabitants. It was the episcopal see of Cardinal Richelieu, who, although bred to be a soldier, entered upon his duties here at the age of twenty-two.

La Roche-sur-Yon, or *Napoleon-Vendée*, is a town founded by Napoleon in the centre of the rebellious province of La Vendée, and is united with La Roche-sur-Yon, an ancient appanage of the Bourbons, which now forms a suburb to the larger and more modern town. Population, 8841. *Hôtel des Voyageurs*. Here there is but little commerce, and nothing of interest in the way of antiquities. A railway runs from here to

Les Sables d'Olonne, a distance of 22 miles. This is a town of some 8292 inhabitants, situated on a narrow ledge of sand on the margin of a crescent-shaped bay, which is much frequented by fleets of fishing-vessels. The chief business of the place is the capture of young herrings, sprats, and young pilchards, which are cured as sardines. The bathing here is excellent—the sands being both smooth and extensive. From *Napoleon-Vendée* to Nantes there are no towns of interest to the traveler.

ROUTE No. 117.

Poitiers (Paris) to Bordeaux, Arcachon, Bayonne, Biarritz, and Spain (Route 92, Vol. III.), *via* Angoulême (Cognac), Coutras Junction (Royan and Rochefort), Libourne, Bordeaux, Lamothe Junction (Arcachon), Morceau Junction (Tarbes, Bagnères-de-Bigorre, Bagnères-de-Luchon), Dax Junction (Pau), Bayonne (Biarritz, St. Jean de Luz), and Hendaye (Spanish frontier, Route 92, Vol. III.).

This is the *mail route* to the South of France and Spain by the Orleans and Midi railways, and continuation of Routes 115 and 116. *Sleeping-cars* (see Routes 115, Vol. I., and 92, Vol. III.). Fares from Paris, see "*Departures from Paris*," p. 376.

Paris to Pau, in 15 h. 42 m.; fare, 100 fr. 70 c.; —*from Bordeaux*, in 5 h. 32 m.; fare, 28 fr. 65 c. *Paris to Arcachon*, in 11 h. 34 m.; fare, 76 fr. 70 c.; —*from Bordeaux*, in 1 h. 24 m.; fare, 4 fr. 65 c. *Paris to Biarritz*, in 16 h. 3 m. (night train); fare, 97 fr. 65 c.

From *Paris to Poitiers*, Routes 115 and 116.

Leaving Poitiers (see Route No. 116), we first reach

Civray, about 30 miles to the south. This is an old town, with nothing of interest to detain the traveler, containing about 2000 inhabitants. There are a very old parish church and a castle, also some manufactories of woolen fabrics. Considerable trade in corn, chestnuts, and truffles is also carried on. About eight miles from Civray, off the line of railway, is *Chirroux*, where stand the remains of an abbey founded by Charlemagne. Passing *Ruffec* and *St. Amant de Boise*, we reach

Angoulême, the ancient capital of Angoumois. It stands on a rock in the middle of the beautiful valley of the Charente, which winds its way beneath. The city proper contains about 26,000 inhabitants. The principal hotels are *Hôtel de la Poste* and *Hôtel de France*. On the *Promenade Beauvieu* a magnificent view may be obtained of the beautiful valley below, with the winding Charente bordered with verdure threading its way through the Cognac district to the town itself, twenty-one miles below. Angoulême is 275 miles from Paris, and 74 from Bordeaux. It is built of stone, and has a clean and cheerful appearance. The old castle, with its donjon and towers, is now turned into a prison. It was formerly the residence of the Counts of Angoulême; and Marguerite de Valois, queen of Navarre, the most beautiful and accomplished princess of her day, was born there. It contains a cathedral, court-house, theatre, and public library, hospitals, paper-mills, and distilleries, a cannon foundry, and manufactories of serges and earthenware. It was for some time the residence of the Black Prince. In the Rue de Genesee is a house shown as the residence of John Calvin, when flying from persecution; he here taught Greek to maintain himself. Montalembert, the originator of the system of fortifications, and Ravallac, the assassin of Henry IV., were both natives of Angoulême. The cathedral of *St. Pierre*, rebuilt from its foundations in 1120, has the form of a Latin cross, with a dome well worthy of notice from its great beauty. During the wars of the Huguenots, and again during the Revolution, the building

suffered greatly, and repairs were once more made in 1865-67, which materially altered the antique character of the church. From Angoulême a railroad branches off to Cognac and Rochefort.

Cognac, situated on the left bank of the Charente, contains about 2000 inhabitants, and gives its name to the best brandy in the world, produced from vineyards in the vicinity; it is the entrepôt for nearly all the brandies distilled on the Charente up to Angoulême. The vines for its manufacture are allowed to run along the ground, thereby acquiring additional strength. Francis I. was born at Cognac, while his mother, Louise of Savoy, duchess of Angoulême, was residing in its castle. Some historians say he was born under a large elm-tree, his mother being unexpectedly confined while out walking.

The exports of Cognac to England, for her colonies and home consumption, to North and South America, United States, and India direct, as well as to all other parts of the world, show a yearly average of 50,000 pipes of 112 gallons each (chiefly in half pipes and quarters), and 1,000,000 cases of one dozen bottles each, making in all 37,000,000 bottles per year. Of this immense business the house of James Hennessy exports one third, or equal to 13,000,000 bottles per annum! Twenty-four thousand bottles are daily filled in their immense warehouses and sent off, in addition to 15,000 pipes annually. The brandy is all of first quality, as this house deals in no other kinds; and, to preserve its high reputation, the members of the firm refuse to sell brandy in France, for the reason that in the bonded warehouses of Paris any firm can hire a building, and have sole control over all wines or brandies sent him, mixing and adulterating at pleasure, whereas in London or New York the purchaser is certain to obtain what the original grower or dealer shipped there (if he gets the article sent direct from the bonded warehouse). The Messrs. Hennessy do not grow any vines, but buy from the grower the first-class brandy only, and a family of four generations of tasters buy all good that is offered: the price is fixed by them, and the peasantry have such faith in the fair dealing and liberality of the firm that it is never disputed; drays loaded with from ten to twelve casks are con-

tinually arriving at one door, their contents are tasted, averaged at so much per gallon, and an order is given on the cashier for the amount; the owner never questions the price fixed. The bottles are washed on the premises, and the women who do this work are all placed in such a position that they *cannot talk to one another*. An overseer from the firm that supplies the bottles has the superintendence of their washing and the trial of their strength. Two hundred men are employed in receiving, delivering, filtering, stamping boxes, and coopering. Vessels on the Charente lie close to the doors of the principal warehouse, and are continually being filled. The brandy is all filtered by atmospheric pressure. The stock on hand is of course immense, although the great portion shipped is from three to four years old. There are in one warehouse 99 casks, each containing 3000 gallons, in addition to thousands of smaller size. The establishment well deserves a visit. The senior of the firm is Mr. Augustus Hennessy, son of the founder of the house, James Hennessy, whose father left Ireland at the same time as the ancestor of Maréchal MacMahon, President of the Republic, and like him volunteered to fight the battles of France, and joined the celebrated Irish Brigade. His residence, "*Bugnot*," is a most charming place. Mr. Maurice Hennessy occupies the ancestral mansion, *La Billarderie*, the beauties of the surroundings not being surpassed in France.

From Cognac the Chemin de fer de la Charente continues to Saintes and Rochefort.

Saintes is an ancient town, situated on the Charente, with a population of 11,570, principally employed in the eau-de-vie trade. The brandy is shipped on barges and sent down the river for exportation. At Saintes may be seen the ancient remains of a Roman amphitheatre, almost equal in size to that of Nîmes, but much inferior in architectural beauty. The greatest length of the oval of the arena measures 70 feet, and its width 57 feet; the dens for inclosing the wild beasts still remain. There is another ancient monument at Saintes in the form of a triumphal arch; this, according to five half-effaced inscriptions, was raised by Caius Julius Rufus, priest of Roma and Augustus, dur-

ing the reign of Nero, to the memory of Germanicus, Tiberius his uncle, and Drusus his father. It was pulled down with the old bridge in 1844; but the stones were marked, and carefully re-erected where the arch now stands. *Royan* (25 miles) may be reached by diligence from Saintes through most lovely roads lined with avenues of tall, thickly foliaged trees. Until the opening of the railroad from Pons, this was the favorite method of reaching that charming and much-frequented watering-place.

Rochefort contains 30,912 inhabitants. It is strongly fortified, and forms the third military port of France. It is built on the right bank of the Charente, ten miles from its junction with the sea. The town is comparatively modern, having been founded by Louis XIV. in 1644. To obtain permission to visit the dock-yard, or *Porte Militaire*, application must be made to our consul. *Hotels, des Etrangers* and *du Grand Bacha*. The town is surrounded by ramparts planted with trees; has a tribune of commerce, a school of hydrography, a national college, two libraries, a botanical garden, and a maritime museum. In the military port the largest vessels float at all seasons. Attached to it are the *Bagne*, or convict prison, containing 1000 convicts, and the *Hôpital de la Marine*, the handsomest building in Rochefort. There is an anatomical museum attached to it. It is admirably conducted, and is capable of accommodating 1200 invalids. The commercial port admits vessels of 800 tons close to the quays. The arsenal is one of the largest in France. It has immense magazines, cannon foundries, and ship-building docks. Napoleon I. arrived here July 3, 1815, endeavoring to make his escape to America; but, seeing there was no possible means of avoiding the English man-of-war *Bellerophon*, then lying in the roads, he boarded her, and tried to obtain a promise of safe-conduct from her commander, Captain Maitland, *which he refused*. As it is generally supposed that a promise of safe-conduct was given and then violated, the error should be corrected. *No pledge* was given. In 1809, the English, under the command of Lord Cochrane, penetrated into the roads and burned five ships. Lord Cochrane's vessel had 1500 barrels of gunpowder on board;

notwithstanding this, he himself steered through the fire of the combined forts, amounting to 1000 guns. Steamers run daily from Rochefort to Bordeaux in seven hours; fare, \$1 60.

Returning to our main route from Angoulême, we next pass the town of

Coutras, the scene of a memorable battle between the Protestants and Roman Catholics in 1587, when the King of Navarre defeated the troops of the League, led by the Duc de Joyeuse. From here a branch line of railway strikes off to Pons and Royan, or to Pons, Saintes, and Rochefort. Time from Coutras to Royan, 4 h. 40 m.; fare, 16 fr. 30 c.

Pons is a small town of 4969 inhabitants, with a castle dating from the 11th century, now converted into a prison.

Royan is situated at the opening of the Gironde into the Atlantic, and may well be styled one of the pleasantest of all the bathing-places on the coast of France. Population, 4201. The *Hôtel de Bordeaux*, decidedly the best, is advantageously situated in the immediate vicinity of the Casino, and overlooking the sea. The cooking is excellent, while the rooms are neat and clean in the extreme. The breaks which convey bathers to Pontailiac stand immediately opposite the hotel. The bathing at Royan is most delightful, and suited to every taste; those who prefer surf-bathing should go in the afternoon to Pontailiac, reached by break in about five minutes from Royan (price 25 centimes). Here, in addition to the bathers, the sands are covered with loungers, who while away several pleasantly idle hours in chatting, walking, sitting, eating cakes, sucre-d'orge, etc., all to be found for sale upon the sands. In returning to the town, those fond of exercise could not do better than to walk back by the cliffs in view of the setting sun. Those who prefer a swimming bath should go to *Foncillon*, a delightful beach just back of the Casino gardens, and not two minutes' walk from the *Hôtel de Bordeaux*. The Casino is a pretty building, surrounded by most beautiful gardens, in which music is played two evenings in the week; the others being devoted to amusements within doors, such as theatrical performances and balls. A band also plays in the afternoon. Royan is visited yearly by from 30,000 to 40,000 strangers, whose

numbers will now be greatly increased by the opening of the railway from Pons, making a direct communication with Paris possible. The *Tour de Cordouan*, situated on a rock outside the mouth of the Gironde, may be visited from Royan. It was designed by one of the artists of the Escorial, Louis de Foix, and was erected during the reign of Henri II. It consists of three stories, surmounted by a pepper-box turret, and is of circular form; it occupies the site of a light-house erected by the English during the governorship of the Black Prince in the Guienne. The architect is said to have died and to have been buried here. Steamers run daily from Royan to Bordeaux in about 7 hours.

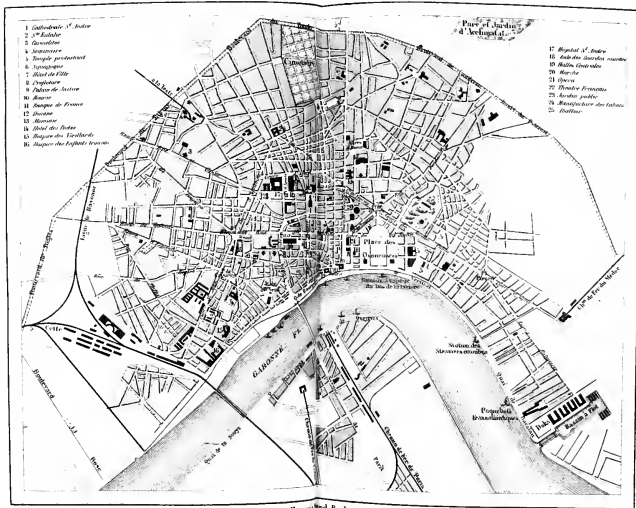
Returning to Coutras, we pass en route for Bordeaux the town of

Libourne, one of the "Bastides," or free towns, founded by Edward I., king of England, in 1286. It is inclosed by walls, and contains a population of 14,960 inhabitants. Distance 17 miles from Bordeaux, with which city it has considerable traffic in wine, brandy, and salt. Its port admits vessels of 300 tons at high water. It has a large cavalry barrack, and some manufactures of woolen, glass, and cordage. *La Bastide* is connected with Bordeaux by one of the most magnificent bridges in Europe. It cost nearly one and a half million dollars. Passengers are conveyed in omnibuses across this superb structure, and we arrive at the end of our route.

Bordeaux, situated on the left bank of the Garonne, 60 miles from its mouth; population, 215,140. Hotels, *Nantes* and *des Princes*.

Bordeaux is one of the most flourishing cities in Europe in point of industry, commerce, and the cultivation of the arts and sciences: it is the second sea-port town in France; the river, which is here 2600 feet wide, is nearly 60 feet deep, and can at all points of its long quay accommodate vessels of over 1200 tons' burden. Its quay is nearly three miles long, and is lined with beautiful buildings, principally of an Italian style of architecture. No other city in Europe can boast of such a quay. It has docks and building-yards for every size of vessel, even ships of the line. It is an archbishop's see, the seat of a national

BORDEAUX



- 1 Collégiale St. André
- 2 St. Esprit
- 3 Garonne
- 4 Souterrain
- 5 Temple protestant
- 6 Synagogue
- 7 Hôtel de Ville
- 8 Hôtel de la Monnaie
- 9 Palais de Justice
- 10 Bourse
- 11 Banque de France
- 12 Douane
- 13 Monnaie
- 14 Hôtel des Indes
- 15 Bourse des Variétés
- 16 Bourse des Effets de Commerce

- 17 Hôtel St. André
- 18 Hôtel des Indes
- 19 Hôtel de la Monnaie
- 20 Hôtel de la Bourse
- 21 Hôtel de la Banque
- 22 Hôtel de la Douane
- 23 Hôtel de la Monnaie
- 24 Hôtel de la Bourse
- 25 Hôtel de la Banque

court, and of a university, academy, an exchange, banks, a secondary school of medicine, a school of navigation, college, normal school, and mint. It is put in communication with the Mediterranean by the River Garonne and Canal du Midi. Its commerce is carried on chiefly with the United States, Great Britain, the French colonies, South America, and Mexico. It is the entrepôt of prohibited goods; has manufactures of all kinds, especially tobacco, vinegar, liqueurs, and chemical products; sugar and saltpetre refineries, numerous distilleries, cotton and woolen spinning, and manufactories of printed calicoes, and iron founderies. Its principal exports are wine, brandy, and fruit; chief imports, colonial merchandise, cotton goods, iron, coal, and building-timber. The principal merchants are engaged in the wine trade. Nearly half of the best wines are sent to England, since little of the finest Medoc is used in France. Paris takes only the second, third, and fourth rate wines; perhaps a very small quantity of the best. Russia consumes considerable of the best. Holland is the great mart for the second and third qualities; the United States the third, fourth, and fifth, with a *little* of the best. Before the Revolution the annual export of wine amounted to 100,000 hogsheads; in 1827 it was about 55,000; it now amounts to over 200,000. The principal fruits exported from Bordeaux are plums and almonds.

Among the most remarkable public edifices of Bordeaux are the remains of the palace of the Roman Emperor Gallinus: it has every appearance of a circus, capable of containing 15,000 people; the cathedral of St. André, a fine Gothic structure, distinguished by its two elegant spires, 150 feet high; the church of the Feuillants, which contains the tomb of Montaigne; the great theatre built by Louis XIV., one of the finest in Europe, capable of seating 4000 persons. A temporary picture-gallery may at present be visited in a building opening out of the Jardin Public. The museum contains some very valuable antique Roman fragments. The Hôtel de la Marine and the triumphal arch of the Port Bourgogne are especially deserving of notice.

Bordeaux, under the name of Bordigala, was a place of considerable importance

when conquered by the Romans: its wines were celebrated as far back as the 4th century. It was sacked by the Visigoths, who were driven from it by Clovis, and was taken by the Saracens and Normans in the 8th and 9th centuries, and came into possession of the Dukes of Gascony in the 10th. In 1152 it passed, by the marriage of Henry Plantagenet with Eleanor of Guienne, sole heiress of the last native duke, and remained under the dominion of England for over 300 years, since which time it has belonged to France. The Black Prince, while governor of Guienne, resided at Bordeaux, and held a brilliant court. His son, Richard II., was born here, and surnamed Richard of Bordeaux. One of the most important events in the history of Bordeaux was its siege, undertaken by Louis XIV., his mother, and Cardinal Mazarin. The wife of the great Condé, while he was confined at Vincennes, having escaped the clutches of Mazarin, threw herself on the protection of the citizens of Bordeaux: having captured all hearts by her eloquence, beauty, and unfortunate circumstances, the magistrates permitted her allies to enter the city, and prepared to resist the forces of Louis. She conducted the defense with so much heroic obstinacy that Mazarin was fain to make terms and raise the siege at the end of a few weeks.

The most noted "lions" of Bordeaux are the cellars of MM. Barton and Guestier, bankers and wine-merchants. M. Barton is owner of the vineyards of *Château Langoa* and *Château Léoville*; M. Guestier of *Château de Beycheville*, *Château Lacroix*, and *de Floriac*. Their cellars contain generally from 8000 to 10,000 hogsheads and 500,000 bottles of claret and other wines. Their agents are Aignon Bène, 1 Rue Lafitte, Paris, and E. Lamontagne, 53 Beaver Street, New York. Messrs. John Arthur & Co., of Paris, also have here large supplies of Château Lafitte of 1865, Haut-Brion 1865, Latour 1865, Léoville 1865, Château Yquem 1861 and 1865, etc., which they sell in Paris at Bordeaux prices.

Below Bordeaux, on the left bank of the Gironde, is the district of *Medoc*, through the entire length of which a railway now extends, ending at Le Verdon, a village situated on the Point de Grave, the ex-

treme end of the Medoc peninsula. This is the great seat of the wine-culture, and the tract which furnishes the wines so celebrated under the names of *Château Margaux* and *Château Lafitte*.

Time by rail from Bordeaux to Le Verdon, 3 hours; fare, first class, 12 fr. 40 c. A good view of this district may also be obtained by taking the steamer from Bordeaux to Royan. Time, 7 hours.

The long tongue of land stretching north from Bordeaux is the northern termination of an extensive district called Les Landes, which consists of a succession of sand-plains and hills, extending to the south as far as Bayonne, but which in its northern extremity is little more than a bank of gravel nowhere more than two miles wide, which from its situation in the midst of waters is called Medoc (*in medio aquæ*). This dry and sterile peninsula is the richest wine district of France; the soil is generally a light gravel, but in parts (where the very best wine is produced) it seems to consist of large egg-sized pebbles slightly mixed with sand. This stony soil is highly advantageous to the growth of the vine. The sun's heat being retained around the roots long after sundown, makes the work of maturing the fruit continue both day and night. This strip of land is evidently the detritus of the Pyrenean rocks, brought down in former ages to the borders of the sea by the mountain torrents, tributaries of the Garonne, and other rivers. About two or three feet below the upper strata of sand and pebble there is a hard conglomerated bed, called *alios*, which is always broken up before the vine is planted, as it would otherwise prevent the penetration of the roots into the lower soil. The vines are planted on ridges in quincunx order, and are trained in espaliers fastened to horizontal laths, which are supported by upright posts not more than two feet in height. The vines run in uninterrupted lines from one end of the vineyard to the other, and are not allowed to rise more than two feet from the ground, while in the best vineyards they almost run along the soil. From time to time a little fresh mould is laid over the roots, but manure is rarely used in the culture, as it destroys the fine quality of the wine, while standing water is very injurious. The vine does not begin to produce until five years after

being planted, but often continues productive when two hundred years old if the soil prove congenial, and if the roots have been able to insinuate themselves to a great depth, which they sometimes do to a distance of fifty feet. Four times every season the plow, drawn by oxen, is driven between the vines, alternately exposing and covering the roots. The vineyards are mostly open fields; this is even the case with the most valuable, as the existence of walls or hedges would necessitate the loss of a large margin of ground, which would in that case be left uncultivated, to allow room for turning the plow. The transition from the most precious land to a useless waste is most abrupt, the distance of a few feet making all the difference; consequently those owning any good land cultivate it to the last inch. A group of cottages is attached to nearly every vineyard, and inhabited by the peasants who cultivate it. As soon as the grapes begin to ripen, a temporary fence of twisted boughs and furze is raised around the vines to keep off dogs, who otherwise commit great depredations. Armed guards are posted day and night, with orders to shoot either biped or quadruped interfering with the grapes. Poisoned sausages are strewn through the vineyards, the fact being announced to the public by pieces of white paper stuck upon poles or else by streaks of paint.

At the time of the vintage, which takes place in September, the peninsula is the scene of great bustle and activity; *vignerons* come from the other side of the river to assist in gathering the grapes, and the vineyards are filled all day with busy crowds of men, women, and children, whose songs and laughter make the air resound while their fingers strip the vine of its fruit, carefully removing all defective bunches or unripe or mouldy grapes. The grapes are then carried in tubs to the pressing trough, which presents a singularly merry scene. Here upon a square wooden trough stand several men, with bare legs and feet, dancing and stamping upon the grapes as they are thrown into this receptacle to the tunes of a violin. This is a very fatiguing labor, and were it not for the enlivening power of the music the treaders would soon become completely exhausted. At this time the neighboring châteaux are gener-

ally inhabited by the proprietors and numerous friends, who come to make merry at this busy season. After the grapes have been well broken and pressed, the skins are separated from the stalks, and the former are poured together with the juice into vats, where the skins rise to the surface, and the wine, after a certain amount of fermentation, is drawn off into hogsheads. In judging the extent to which the fermentation should be carried, much experience is required, as upon it much of the quality of the vintage depends.

The different growths, or qualities of wine, are classed in the Medoc in *crus*, according to their excellence.

The *premiers crus*, or first-class wines, are four in number :

Château Margaux,
Château Lafitte,
Château Latour,
Haut-Brion.

The principal of the *deuxièmes crus* are :

Mouton,
Léoville,
Château Rauzan.

Also Gruan Laroze, Château Beycheville, Pichon, Longueville, Durfort, Degore, Lascombe, and Cos-Destournelle.

The third, fourth, and fifth *crus* it is needless to enumerate; many of them are produced in close vicinity to the first-class vineyards, and a good season will sometimes give an excellence to second-class wines, while a bad season will sink those of first-class to mediocrity.

Below Bordeaux the Garonne is a broad tidal river, much charged with mud, with low banks overgrown with willows, and bordered by marsh and meadow lands, which separate it from the vineyards. To the right we soon pass the village of *Montferrand*, near which is a château once the residence of one of the ministers of Charles X., the Comte de Peyronnet, a signer of the fatal ordinances of July, 1830. The Garonne is bordered on the right by a narrow tongue of land called *Entre Deux Mers*, which separates it for some distance from the Dordogne; here a large quantity of inferior wines are raised. At its extreme point, the Bec d'Ambes, the two rivers meet, and form the broad estuary of the Gironde, which gives its name to the

department. During the time of the Revolution, however, when the Girondists were overthrown by their antagonists of the Mountain, even the name of this department was changed, and was known for several months by that of Ambes.

Bourg, a town of 3855 inhabitants, may be seen at a little distance up the Dordogne. It stands on an eminence surrounded by vineyards, which 200 years ago produced the best wines of the district, the Medoc not having been cultivated for more than 250 years. Here Louis XIV. passed nearly a year (1649-50), with his mother, Anne of Austria, during the siege of Bordeaux, which Cardinal Mazarin came to superintend, dragging with him the court, headed by the king and regent. At the *Pain de Sucre*, a landing-place at the mouth of the Dordogne, half a mile from Bourg, the steamer stops to set down passengers.

Nearly opposite the Pain de Sucre, on the left, a slight view may be obtained of the

Château Margaux. It stands some distance inland, and is a handsome Italian villa belonging to the Aguados. Around it are the vineyards which produce the celebrated Château Margaux, the finest wine of the Medoc. It is yielded by a small grape, somewhat resembling black currants in taste. The village, abounding in neat-looking whitewashed villas, is about half a mile from the château.

Blaye is next passed on the right of the river, with the remains of an old feudal fortress where the Duchesse de Berri was imprisoned for seven months after her capture at Nantes. The body of Roland the Brave is said to have been brought here by Charlemagne, and to have been interred in the church of St. Romain, together with his sword, Durandal, and his famous ivory horn; the body was later removed to the church of St. Sernin, Bordeaux.

The modern citadel of Blaye overlooks the river, and, together with the fort *du Paté*, situated on an island in the centre, and the fort Medoc on the opposite bank, commands the passage of the Gironde.

After passing Margaux on the left, there is a succession of inferior vineyards until we reach

Beycheville, in the commune of St. Julien, where there are most valuable vineyards, in the centre of which stands the *Château de Beycheville*, the property of M. Guestier, one of the first wine merchants of Bordeaux, whose firm has been mentioned above. The *Château Léoville*, about one mile and a half distant, produces one of the best second growths, and belongs to Mr. Barton and M. de Las Cases. The vineyard of Laroze is also in the commune of St. Julien, while in the adjoining one of St. Lambert is that of the celebrated *premier cru Château Latour*. At

Paulliac a carriage may be obtained at the *Hôtel de France*, by those visiting the peninsula by rail, to drive around the principal vineyards. Just beyond the town is the château of *Brane-Mouton*, belonging to M. Nathaniel Rothschild, while one mile and a half inland is the vineyard of *Château Lafitte*, the property of Baron Rothschild, producing one of the three best Bordeaux wines, and purchased by him in 1868 for \$900,000.

Those travelers who take an interest in the cultivation of the vine will be greatly gratified by a visit to the *Château Pernaud*, situated in the commune of *Barsac*, about 15 miles from Bordeaux. This estate was formerly the property of Mr. Laurent Sauvage d'Yquem, and went, later, to his heirs, the brothers of Sur Saluces, and actually belongs to Mr. Alphonse Chaumette.

The wines of this excellent growth, gathered and prepared with most particular care, equal those of the best growths in the world, and are distinguished by their remarkable richness of taste and flavor. They are now considered as the best wines of Sauterne and Yquem, and obtained as such great success at the Exhibition.

Bordeaux to Arcachon. Time, 1 h. 24 m.; fare, 4 fr. 65 c.

Bordeaux to Biarritz, via Bayonne. Time, 4 h. 38 m.; fare, 25 fr. 60 c.

Bordeaux to Pau, via Dax. Time, 5 h. 32 m.; fare, 28 fr. 65 c. (Pau, Route 119.)

Bordeaux to Madrid, via Hendaye. Time, 25 h. 25 m.; fare, 112 fr. 35 c. (Route 92, Vol. III.)

Arcachon is reached by taking the rail for Bayonne as far as *Lamothe*, whence a branch line runs off to the right, reaching this beautiful town in about 40 minutes.

Arcachon is a rapidly increasing bathing town, situated on the southern shore

of a salt lake sixty-eight miles in circumference, called the *Bassin d'Arcachon*, which is connected with the sea on the southwest by a narrow opening. All along the shores of this bay or lake the beach is excellent, with broad, smooth sands, while farther back it is encircled by sand-hills or *dunes* covered with fir-wood, which shelter the town from the southeastern winds. The pine-forests extend from here uninterruptedly for forty miles to the south, reaching almost to Bayonne. Between the *dunes* and the shore is situated the summer town of Arcachon, consisting of two or three long streets, running parallel with the shore for nearly two miles, the principal of which is the *Boulevard de la Plage*. On this is situated the

Grand Hôtel, the best in Arcachon, as well as one of the finest in France. This beautiful building, overlooking the sea, was constructed in 1866, and belongs to the *Société Immobilière d'Arcachon*, which is also charged with the management of the Casino; it contains more than 200 bedrooms, and is traversed by a lofty hall, ending in marble terraces overlooking the sea and principal boulevard. In the basement is a hydropathic establishment, as well as the cabins for sea-bathers, where costumes and all the requirements necessary are provided for one franc a bath. Those remaining some time in Arcachon can take an abonnement, which reduces the price per bath. From the hotel a succession of villas extend on each side along the shore, with cabins in front belonging to the owners. The society owning the hotel possesses also a large number of villas both in the summer and winter towns, which they rent furnished at most reasonable prices, varying according to the size from 500 or 600 frs. a month to 125 frs. The winter town of Arcachon consists of numerous villas built in the midst of the pine-forests. In addition to its popularity as a summer residence, Arcachon is largely resorted to in winter by persons suffering from colds, weak lungs, and consumption, the mixture of the sea-air with that of the pines producing in all cases of illness a most salutary effect.

The *Casino* is a pretty Moresque building, with domes and minarets, situated on a hill overlooking the town, and surround-

ed by gardens, which were transported here by rail. In the midst of the garden is a large *kiosk*, which serves as a stage during the summer season for the theatrical performances, the spectators sitting in the open air; this is quite practicable owing to the delightful climate of Arcachon, made for curing, not causing colds. There are three of these representations weekly. The prices of entrance to the Casino are very moderate, an abonnement for one person costing but six francs a month. Riding horses and carriages may also be obtained at very reasonable rates.

One of the finest buildings in Arcachon is the *Château Deganne*, which stands at the end of a long avenue facing the railway station. The owner, M. Deganne, has collected there a fine assortment of modern paintings. Another beautiful private residence is the villa Pereire, situated in the midst of the pine-forest, and surrounded by an extensive park. There are three churches in Arcachon: Notre Dame du Bassin, Saint Ferdinand, and Moulleau. The first of these is a celebrated place of pilgrimage for fishermen, and is filled with their *exvotos*. It contains an alabaster statue of the Virgin, found buried in the sands by Thomas Illyricus, a famous preacher of the 16th century. The *Moulleau* is reached by a pleasant drive through the pine-forest; it is a small sand-hill surmounted by a Dominican convent, which overlooks the sea facing toward the light-house. At its base are grouped a small number of habitations, which will soon spread, and Moulleau will become in a few years a part of Arcachon.

Arcachon boasts also a club, situated in the centre of the town, and a fine Aquarium not five minutes' walk from the Grand Hôtel.

There are extensive oyster parks in the vicinity, of which the fishery is valued at 1,500,000 frs.

Returning from Arcachon to Lamothe, we soon reach

Morcenx, where a branch line runs off to the left to Tarbes and Bagnères.

Dax, a town situated on the left bank of the Adour, and containing 9469 inhabitants, is the next place of importance. Here are the celebrated hot springs, one of the curiosities of La Guienne, from which the town derives its name, Dax, *de aquis*.

This is the ancient Roman settlement of *Aquæ Augustæ Tarbellicæ*; there are old fortifications, resembling Roman masonry, but said to be a mediæval imitation, which existed in great perfection until 1858, when they were partly destroyed by the townspeople. They inclosed an area measuring 440 yards in length by 330 in breadth, and were flanked by forty semicircular towers. The springs are in the centre of the town; they are received in a large square basin, surrounded by porticoes, from which clouds of steam are continually rising, the temperature of the water being 158° Fahrenheit. The water is almost tasteless. Standing near the stone bridge which connects Dax with the faubourg of Sablar is the old castle, a building of the 14th century.

Dax In. to Pau, in 1 h. 58 m.; fare, 10 fr. 45 c.

Bayonne is one of the strongest fortified cities in France; it commands one of the high-roads leading from France to Spain, as well as the passes of the West Pyrenees. It is situated at the junction of the Nive and Adour, and is divided by them into three parts; the banks of the rivers are lined with quays and shipping. Population, 26,333. Hotels, *du Commerce* and *St. Etienne*. Bayonne is a well-built and agreeable city, with handsome quays and promenades; its cathedral is small and of little importance; but its citadel is one of the grandest works of Vauban. It has a mint, theatre, schools of commerce and navigation, naval and commercial docks, tribunal and chamber of commerce, distilleries, sugar-refineries, and glass-works, and exports large quantities of superior hams, timber, chocolate, and tar. The military weapon, the *bayonet*, takes its name from this place, where it was invented in the seventeenth century. A Basque regiment, being short of ammunition, assaulted the Spaniards opposed to them by sticking their long knives, which they commonly carried, in the barrel of their guns. This city, though often besieged, *has never been taken*, and gained immortal notoriety by refusing to participate in the massacre of St. Bartholomew.

An extensive commerce is carried on here in wool, which is imported from Spain; an active smuggling trade is also carried on with that country.

From the heights of St. Etienne, crowned

by the Château Caradoc, a modern edifice built by the late Lord Howden, a fine view of the Pyrenees may be obtained, as well as of Bayonne and its winding rivers. Just outside the town stands the ruined *Château de Marrac*, destroyed by fire in 1825, which belonged to Napoleon I., and in which he received Charles II. of Spain and his queen, attended by Godoy. Here it was that the sovereigns resigned their hereditary rights to the throne of Spain, which was afterward given by the emperor to his brother Joseph.

Biarritz is reached by rail in twenty-five minutes from Bayonne, or by omnibus in three quarters of an hour. The carriage-road leaves Bayonne by the *Porte d'Espagne*, and continues as far as *d'Anglet*, on the road to Spain; here a turn is made to the right to reach *Biarritz*.

This town, once a secluded watering-place, rose to the height of fashion, and increased rapidly in size during the reign of the late emperor, who passed here with the imperial family the autumn months of each year. The *Villa Eugénie*, a modest building of English brick, was constructed in 1855 as a residence for the empress, who had been a constant visitor to *Biarritz* in her maiden days. *Grand Hôtel*, one of the finest, in every way, in France.

The shore here is lined with cliffs forty or fifty feet in height, in which innumerable coves have been excavated by the sea, and pieces of rock have been detached, and stand like islands at some distance from the shore. One of these coves, called the *Vieux Port*, is the chief resort of bathers. A small harbor of refuge has been constructed by connecting some of the detached rocks by blocks of artificial stone, and adding at the extremity a breakwater, begun in 1870.

From a promontory called the *Atalaye*, on which stand the ruins of an ancient fort or light-house, a fine view may be obtained of the Bay of Biscay, bounded on the right by Cape St. Martin, surmounted by the light-house which marks the entrance to the *Adour*, and on the left by the coast of Spain.

The fashionable season at *Biarritz* extends through the months of September and October, the heat before that time being excessive, but it is also greatly re-

sorted to as a winter residence; the air is then mild and bracing, and the living very cheap from November to June.

The *Casino* is a large, handsome building in four stories, with pavilions and balconies overlooking the sea, and containing an assembly-hall for balls and concerts, card, billiard, and reading-rooms, etc., etc., much frequented by English and American visitors.

Pleasant excursions can be made to

Cumbo, a pretty watering-place on the *Nive*, reached by carriage or by diligence from Bayonne; here are the breeding-ponds for the salmon-fishery of the *Nive*, and also sulphur springs. To

St. Jean de Luz, situated on the frontier of France, at the mouth of the *Nivelle*, which here falls into a lovely bay. This town, now a favorite watering-place of Spaniards, was once a thriving port, whence numerous vessels issued yearly to take part in the whale-fishery: the harbor has now become so encumbered with sand as almost to destroy all commerce. (*Hotels, de la Plage and de France*. Population, 2829.) The streets are narrow, with whitewashed houses, some of which may boast of great antiquity. In the church the marriage of Louis XIV. with Maria Theresa of Spain was solemnized in 1660, and the *Maison Lohobragne*, the house used as the royal residence, is still in existence. The town is protected from the sea by a strong wall, and a mole is in course of construction across the bay to protect the harbor from further incursions of the sand.

St. Jean de Luz is situated in the *Pays Basque*, a province which extends only over a small portion of France (the western corner of the *Département des Basses Pyrenées*), but which spreads far into Spain. It is inhabited by a race speaking a language bearing no relation to any in Europe, and distinguishable by their costume, consisting of a beret—a cap like that of the Lowland Scotch shepherd—a red sash, and sandals of hemp on the feet. They are believed to be the descendants of the race who sided with Hannibal against the Romans. They also contributed mostly to the defeat of Charlemagne and Roland in the pass of *Roncevaux*, and their boast is that they never have been conquered. At

Hendaye, eight miles farther, the luggage of travelers entering France from

Spain is examined unless booked for Paris. Those entering Spain have their luggage opened at Irun.

Irun to Madrid; time, 19 h. 20 m.; fare, 83 fr. 30 c. (Route 92, Vol. III.)

Irun to Bordeaux; time, 6 h. 36 m.; fare, 29 fr. 5 c. (this Route).

Irun to Paris; time, 18 h. 32 m.; fare, 101 fr. 10 c. (this Route to Bordeaux, thence Route 117 to Poitiers, thence Route 115 to Paris).

Irun to Barcelona; time, 26 h.; fare, 92 fr. 65 c. (express from Saragossa).

ROUTE No. 118.

Bordeaux to Narbonne, via Agen, Montauban, Toulouse, Villefranche, and Carcassonne, by rail. Time, 6 h. 45 m.; fare, first class, 49 fr. 95 c.

Leaving Bordeaux by this route, we pass (9 miles) the station of *St. Médard d'Éziens*, near which is the Château de la Bride, the family seat and birthplace of Secondat de Montesquieu. Here his great work, "Sur la Grandeur et la Décadence des Romains," was composed.

At *Langon*, a town of 4505 inhabitants, situated on the left bank of the Garonne, partly surrounded by old walls, a branch line runs off to *Nizau, Villandraut, and Bazas*. Near the former place is a castle, the birthplace of Bertrand de Goth, afterward Pope Clement V.

Bazas is an ancient town which existed during the time of the Romans, mentioned by Ausonius (whose father was born here) under the name of *Vesates*. Fragments of the old walls flanked by the towers still remain. Population, 4766.

Returning to our main route, the railway crosses the Garonne, tidal up to this point, to

St. Macaire, where there is a fine Romanesque church dating from the 12th century. At

La Réole, a town containing 4244 inhabitants, there are the ruins of an ancient castle attributed by Froissart to the Saracens. The town also contains a fine Goth-

ic church dating from the 13th to the 15th century. Passing *Marmand*, a town of 8564 inhabitants, we reach

Tonneins, beautifully situated on the right bank of the Garonne. Population, 8275. Throughout this part of the country, particularly in the villages, the inhabitants principally profess the Protestant religion. Tobacco is cultivated in large quantities in the neighborhood of *Tonneins*, where there is a royal manufactory, as well as extensive manufactories of cordage.

Aiguillon, situated on the left bank of the Lot, a mile above its entrance into the Garonne, contains a large *château* left in an unfinished state by the Duc d'Aiguillon, minister of Louis XV. Nothing remains of the old castle which was so bravely defended by the English in 1346, when besieged by Jean, Duke of Normandy, with 60,000 men.

From *Port St. Marie*, the last station at which the express train stops before reaching Agen, the town of *Néac* may be visited. A railway is now in course of construction to it. This town, once the capital of the Duchy d'Albret, contains 7717 inhabitants; it was formerly a possession of the D'Albret family, who built here a castle, of which one wing only now remains, while its fosses have been converted into gardens. Here Marguerite d'Angoulême, queen of Navarre, held her court, and assembled around her men distinguished for learning and literary genius, such as Calvin, Beza, and Clement Marot, who found here for a time an asylum from persecution. King Henry IV. passed a great portion of his youth here, and the chamber occupied by him in the west end of the building is still pointed out. A council was also held in this castle by Catherine de' Medici in 1579. The town promenade, called *La Gavenne*, once formed a part of a park planted by Marguerite de Valois, while near the *Fontaine de St. Jean* stand two elms, one planted by the last-named queen and the other by Henri IV. The town contains a bronze statue of the monarch, erected to his memory by a private individual.

Agen is an ancient town of 18,887 inhabitants, beautifully situated on the right bank of the Garonne, 73 miles from Bordeaux. *Hôtel du Petit St. Jean*. This was the *Agedinum* of the Romans, where the

early Christians suffered severe persecution at the hands of a prætor; St. Vincent, the second bishop, and many followers being torn to pieces on the site of the present Fontaine St. Vincent. The town contains some good public edifices, including the Prefecture Seminary, and a public library of 12,000 volumes. Its principal manufactures are sail-cloth, starch, and leather. It is the entrepôt for the trade between Bordeaux and Toulouse. Marshal de Matignon carried the town by storm during the wars of the League; and Marguerite de Valois and her maids, who were here at the time, had some curious adventures in escaping. Jasmin, the last of the troubadours, whose songs are so universally sung throughout the south of France, was born here; also Joseph Justus, son of the great scholar Julius Scaliger, and the naturalists Lacépède and Bory de St. Vincent.

From *Agen to Toulouse, via Montauban.* Time, 2 h. 25 m.; fare, 14 fr. 90 c.

From *Agen to Tarbes.* Time, 5 h. 37 m.; fare, 18 fr. 25 c.

From *Agen to Paris.* Time, 16 h. 25 m.; fare, 88 fr. 80 c.

Continuing our route from Agen to Montauban, we pass

Moissac, situated on the right bank of the Tarn. Population, 10,295. This town contains an interesting church—*St. Pierre et St. Paul*—said to have belonged to a celebrated abbey, supposed by some to have been founded by Clovis; by others attributed to St. Amand of Maestricht, in the 7th century. The portal of this church is remarkable, and the interior contains some very early mosaics. The construction of the cloisters, recorded on one of the pillars, took place in 1110.

Castel-Sarazin is believed by many to have derived its name from the Saracens, who built here a castle, of which there are few existing remains. A rather extensive trade is carried on here in corn grown on the surrounding plains.

Montauban, situated on the right bank of the Tarn, contains a population of 27,054. *Hôtel de l'Europe.* This city was founded in the middle of the 12th century; was ineffectually besieged by Montluc in 1580, and by the troops of Louis XIII. in 1621. It was considered the stronghold of Protestantism, and suffered much, both under

Louis XIII., who besieged it three months in vain, and Louis XIV., who singled out its inhabitants for purposes of direst persecution.

The river is lined by a handsome quay, and crossed by a brick bridge constructed in 1335, at the end of which stands the Prefecture; the town also contains a good modern cathedral, a *Hôtel de Ville*, with a collection of pictures, the best of which are the drawings and works of Ingres, bequeathed by him to his native town, and which occupy two rooms; a Protestant college, and several manufactories of woollen tissues. The promenade of *Les Terrasses*, which extends along the highest part of the ramparts and along the borders of the Tescon, commands a fine view of the distant Pyrenees, and of the immense plain extending from them to the sea.

From Montauban the railway to Toulouse runs parallel with the Garonne, passing the spot (nearly opposite Castelnaud) where the Duke of Wellington crossed with his army before the battle of Toulouse by means of two pontoon bridges.

Toulouse.—(From *Paris* direct, *via Orleans and Limoges*, in 15 h. 55 m.; fare, 89 fr. 10 c.; Route 120 to Nexon). Hotels: *Midi* and *Angleterre*. Population, 131,642.

Toulouse was the capital of the kingdom of the Visigoths from A.D. 413 to 507, when it was besieged and taken by Clovis. It stands on both sides of the Garonne, in the midst of the great plain of Gascony and Languedoc, and although not possessing much architectural beauty, its public edifices and houses being constructed of brick, it ranks as the seventh city in France from the extent of its trade and the number of its inhabitants. The more modern part has wide, well-paved streets, with excellent shops, and is reached from the railway station by a broad avenue lined with trees, which extends as far as the Place Lafayette. From here another broad street leads to the Place du Capitole; this handsome square receives its name from the *Capitole*, or *Hôtel de Ville*, so called because it occupies the supposed site of the capitol of the Tolosates in the time of the Romans. It is a large building, with a front of eight red Pyrenean marble columns, including, in addition to the municipal offices and archives, the Theatre, which occupies the left wing. Nearly the whole

of the first floor is taken by the *Salles des Illustres*, a hall containing thirty-eight terra-cotta busts of noted men born in or near the city, or in some way connected with it; of these, the names of many have hardly resounded beyond the city walls. In this hall the meetings of the Société des Jeux Floraux are held yearly, when prizes, consisting of gold and silver flowers, such as the violet, amaranthus, eglantine, lily, etc., are given for the best essays in prose (the subject being given by the directors), or for original compositions in verse. This society claims to be the oldest institution in Europe, dating from 1383; it derives its origin from the ancient troubadours, but is said to have been founded by a Toulousan lady, Clémence Isaure, who revived the science of the "Gai Savoir," in 1333. Although her existence is somewhat doubtful, she has been adopted as patroness by the society, who make a pilgrimage yearly on the 3d of May to the church of La Daurade, where her tomb once stood, before beginning the distribution of prizes. In the same room in the Capitole which contains her statue the axe used in the execution of Henri, duke of Montmorency, one of Cardinal Richelieu's many victims, is preserved. The execution took place in the first court of the building at the foot of the statue of Henri IV. (1632).

The *Museum*, situated in the Rue des Arts, and occupying a former Augustine church, contains a picture-gallery of about 400 paintings, and a fine collection of antiquities, comprising many interesting Roman and historical relics.

The church of *St. Sernin*, the oldest and largest ecclesiastical building in Toulouse, is in the Romanesque style, of brick and stone, and dates partly from the 11th and partly from the 12th century. It was consecrated by Pope Urban II. in 1096, but has since been completely restored. It is surmounted by a lofty octagonal tower, formed by five tiers of arches, those of the three lower tiers being circular, and of the two upper straight sided; the whole is terminated by a short spire. The church may be entered by a double portal leading into the south transept, whose sculptures represent the seven deadly sins, or by a porch on the southern side of the nave. The nave itself is long, flanked by double aisles, with transepts running to the west and east, the

latter containing four apsidal chapels. In the crypt under the choir were deposited before the Revolution numberless relics, esteemed of great value, among others bodies of several of the apostles. Notice in one of the chapels a remarkable Byzantine Christ; in this same chapel the body of the Duke of Montmorency was deposited after his execution. The stained windows, painted by M. de Nozan, represent Montmorency and his wife.

The *Church du Taur* is so named from the tradition that the wild bull to whose horns St. Saturnin, or Sernin, was attached by his heathen persecutors, stopped here. It was erected in the 15th century, and contains numerous pictures and inscriptions worthy of notice.

The *Cathedral of St. Etienne*, situated on a square of the same name, is composed of several distinct parts built at different times, and entirely wanting in regularity and concord. The oldest portion is the nave, built by Raymond VI., count of Toulouse, at the end of the 13th century, who favored the heretical Albigeois, and who was consequently excommunicated by the pope. He was besieged in Toulouse by Simon de Montfort, Earl of Leicester, appointed leader in the crusade against the Albigenes by Pope Innocent III. Riquet, the originator of the Canal du Midi, which connects the Atlantic with the Mediterranean, is buried in this cathedral.

Toulouse possesses several other fine churches, as well as a national court, a university-academy, tribune of commerce, a school of artillery, a national academy of sciences, a school of law, a secondary school of medicine, a national college, seminary and normal school, two libraries, and an observatory. It is the entrepôt of commerce between the interior of France and Spain, and has a national manufactory of tobacco, a cannon-foundry, manufactories of woollens, silks, paper, and brandy distilleries.

The celebrated battle of Toulouse, at which Wellington defeated the French, was fought April 10th, 1814. The French forces were commanded by Marshal Soult, one of France's best and bravest generals. The forces actually engaged were 38,000 French and 24,000 allies. The French were obliged to abandon Toulouse, with a loss of 3000 killed and 1600 prisoners.

On the left bank of the Garonne is the

suburb of *St. Cyprien*, the portion of the city so seriously damaged by the inundations of 1875, when more than 20,000 persons found themselves without a lodging, and in aiding whom the brave Marquis d'Hautpoul lost his life. A curious fact has been noted in reference to these inundations, viz., that since the commencement of the present century the great floods in the Garonne have taken place with a sort of periodical regularity—in 1815, 1835, and 1875. This river has long been remarked as one of the most dangerous of torrential streams; according to calculations made in 1848, its volume at the time of its excessive overflow is 243 times greater than when the stream is at low-water mark.

After leaving Toulouse, the road runs some distance along the *Canal du Midi*. This stupendous work, completed about the middle of the 17th century, connecting the Atlantic with the Mediterranean, is over 150 miles in length, and cost nearly seven million dollars.

Passing through several unimportant villages, we reach

Castelnaudary, a town of 9328 inhabitants, which carries on an extensive trade in corn and flour; it is a place of great antiquity, deriving its name from the Visigoths, by whom it was refounded. During the crusade against the Albigenses it suffered severely, the castle being attacked and taken at different periods both by Simon de Montfort and the Count of Toulouse. Here also, in 1237, was the scene of a grand auto-da-fé, when not only many persons were burned alive, but the graves of Protestants were also desecrated, and their contents given over to the flames.

From here a branch line of railway runs to Castres, passing near *Revel*, a town of 5598 inhabitants: the château of the Comte de Las Cases, the descendant of the author of the "Memorial de Ste. Helène," and Napoleon I.'s companion in exile, stands near this town.

Castres is the largest town in the Département du Tarn; it is situated on the Agout, and contains 21,500 inhabitants. A railway runs north from here to *Albi*, and south to *Mezamet*, whence it is in progress to *St. Pons*.

Carcassonne is situated on the River Aude and the Canal du Midi, 55 miles from Toulouse. Population, 23,644. Ho-

tels, *St. Jean Baptiste* and *Bonnet*. The town is divided into two parts, the new town and old city. The former is beautifully laid out, on level ground, well built, traversed by running streams, furnished with marble fountains, and has many handsome squares and planted walks: one of the last leads to the aqueduct bridge of *Tresquet*, and is ornamented with a marble column to the memory of Riquet, the engineer of the Canal du Midi. The old city stands on an eminence, and is interesting "as retaining unchanged, to a greater extent than any other town in France, the aspect of a fortress of the Middle Ages." It is inclosed by walls of great solidity, portions of which are supposed to be as ancient as the time of the Visigoths, and contains the *Castle and Church of St. Nazaire*. This last contains the tomb of Simon de Montfort, earl of Leicester, that brave but cruel warrior who lost all the laurels he had gained in the holy wars by his butchery of heretical Christians, the Albigenses; his tomb is a slab of red marble, and is situated at one side of the high altar. The other fine edifices are the new cathedral, with a lofty spire, the public library, prefecture, town hall, barracks, theatre, covered market, and church of *St. Vincent*. Carcassonne has been celebrated since the 12th century for its manufacture of cloths, not less than 8000 persons out of the 23,000 being employed in that particular branch of industry: the trade in agricultural produce is extensive. Carcassonne suffered greatly in the wars against the Albigenses, the greater proportion of its inhabitants being Protestants. It was the birthplace of Fabre, a celebrated Revolutionist, who perished by the guillotine.

Thirty-two miles from Carcassonne we arrive at the lifeless town of *Narbonne*. It is situated on a branch of the Canal du Midi, about 8 miles from the Mediterranean, and contains 17,266 inhabitants. Principal hotels are *Hôtel de France* and *Hôtel de la Daurade*. It has a fine Gothic cathedral, and numerous remains of antiquity. The canal of Narbonne traverses the town, and communicates with the Mediterranean and with the Canal du Midi. It has a large commerce in honey, which is celebrated as being the best in France; also in wine, oil, brandy, and salt. Narbonne is one of the oldest cities in Gaul;

it received a Roman colony in 121 B.C., and was made the metropolis of S. Gaul. At that time it had a port, which does not now exist. The museum and picture-gallery are well worth a visit.

An excursion might be made from Narbonne to the thoroughly Spanish town of *Perpignan*: Spanish in its language, dress, and character, although belonging to France since the middle of the 17th century. It has a population of 27,378. It lies thirty-four miles south of Narbonne. *Hôtel de Perpignan*, *Hôtel de l'Europe*, and *Hôtel des Ambassadeurs*. It is a fortified town, and the citadel, considered impregnable, is separated from the town by a wide glacis. The spot is pointed out where the Emperor Charles V., going his rounds, discovered a sentinel asleep at his post; he pushed him off into the ditch, took his gun, and stood sentinel until the guard was relieved. The chief edifices, next to the citadel, are the cathedral and military prison. The town also contains a tribunal of commerce, a primary normal school of design, a library, and botanical garden; manufactories of woollens, paper, and hats. It has an extensive commerce in the wines of the country, wool, silk, iron, and cork. Philip the Bold died here in 1285. It was taken by Louis XI. in 1474, and by Louis XIII. in 1642. The French conquered the Spaniards near it in 1793. A magnificent view may be had from the top of the citadel.

Narbonne to Cette (and Spain), on Route 121, in 1 h. 12 m.; fare, 8 fr. 65 c.

Narbonne to Barcelona, via Perpignan, in 9 h. 35 m.; fare, 34 fr. 55 c.

ROUTE No. 119.

Toulouse to Bayonne, via Montrejeau (Luchon), *Tarbes* (Bagnères-de-Bigorre), *Pau*, and *Orthez*. Time, 8 h. 26 m.; fare, 39 fr. 65 c. (mail route).

Leaving Toulouse, the railway crosses the Canal du Midi and the Garonne, passing on the left the Braqueville asylum for idiots of both sexes, four hundred of whom may be admitted here by the payment of from 90 c. to 3 fr. a day each.

Portet Saint-Simon, the first station, is a small village of 1006 inhabitants, situated at the confluence of the Ariège and Garonne, but is a place which in the Middle Ages was a sort of small republic, possessing rights of administration which were preserved to a very late period.

Muret, situated at the junction of the Louge and Garonne, with a population of 4143, dates back to the end of the 11th century. The plains extending to the north of the town were the site of the terrible battle which took place in 1213 between the Albigenses, headed by the Count of Toulouse, aided by a Spanish army under the orders of Pedro, king of Aragon, and the forces of the Pope under Simon de Montfort. The papal army, besieged within the walls of Muret, made a sortie 14,000 strong, and, although opposed by 40,000 men, were completely victorious, killing or taking prisoners over 20,000 of that number. A tomb is to be seen in the garden of a country-house about half a mile from Muret said to be that of King Pedro, slain in the battle. Marshal Niel and the composer Dalayrac were natives of Muret.

Martres is probably the ancient *Argonia*, which served as a citadel to Calagorris. Here, in the time of Charlemagne, a duke of Alençon becoming prisoner of the Saracens, was exchanged for his son Vidian, who being sold as a slave to an Anglo-Saxon lady, regained his liberty, and commenced immediately to wage war against the infidels. After innumerable successes, he was finally defeated and killed before Argonia: the town was taken by assault, and the number of Christians massacred was so great that the place has since gone by the name of Martès, or Martres—"town of martyrs." To the south of the town is a small watercourse, bordered by poplars, where Vidian is said to have washed his wounds before dying, and which is consequently held in superstitious reverence. Here a fête was held yearly by the peasants, ending in a simulated combat between Moors and Christians.

In the village church is a small chapel, also dedicated to St. Vidian, and dating from the 13th century.

Several remains of Roman statues and other antiquities were found in 1826 by a peasant in a small cave not far from the town. These have been removed to the

museum at Toulouse; they dated mostly from the epoch of the Antonines: and in addition to statues of Augustus, Trajan, Adrian, Marcus Aurelius, etc., there was a fine Venus, known as that of Martres, a large medallion of Serapis, and many other rare and interesting objects. Near

St. Martory (1030 inhabitants) stand the ruins of the *Abbaye de Bonnefont*, founded in 1136 by Flandurie de Montpazat for monks of the Cistercian order. These monks were at first so poor that they were obliged to remove to Bigorre; but being recalled by the Bishop of Comminges, they received considerable gifts and donations, by which they were enabled to erect most magnificent edifices. The cloisters alone were adorned by four hundred columns of white marble. In the time of the Revolution the convent was depopled, but not destroyed; and it was not until the present century that the buildings were sold, and their materials used in other constructions.

St. Gaudens, a town of 5689 inhabitants, also owes its origin to a monastic establishment now in ruins. The church, dating from the 11th and 12th centuries, consists of three naves, whose curiously sculptured columns represent scenes in Biblical history. The former bathing establishment of the town, now abandoned, possessed a gallery, built not more than 50 years ago, with many of the columns from the cloisters of Bonnefont, while the bath-tubs themselves were many of them constructed from the marble tombs of the Counts of Comminges. At

Montrejeau, a town of 3726 inhabitants, situated at the opening of the valley of the Garonne, a branch line runs off to Luchon. From *Loures*, the first station on this line,

St. Bertrand de Comminges may be reached. This town, situated upon and around a solitary rock overlooking the plain in which the Ourse makes its junction with the Garonne, boasted in the time of the first Roman emperors a population of 50,000, now reduced to 711. From here three routes then existed, leading to Dax, Agenand, and Toulouse. After the invasion of the Roman Empire by the barbarian hordes, this town rapidly diminished in size and population, and had almost ceased to exist when, at the end of the 11th century, *St. Bertrand* was named its bishop.

He constructed a cathedral and cloister, and drew here, by his reputation for holiness, not only large numbers of pilgrims, but many who became inhabitants. The present church dates mostly from the 14th century, and contains some very good wood-engravings in the choir; the walls are hung with indifferent paintings, representing the miracles of the patron, *St. Bertrand*.

The grotto of *Gargas*, 4 miles distant, is one of the finest in the Pyrenees, and is celebrated for the beauty and extent of its stalactites.

From *Loures* the town of *Barbèzan* is also reached, where there are three iron springs and a small bathing establishment.

Salichan is the point from which the springs of *Sainte Marie* and *Siradan* are visited, resembling in their effect the waters of *Bagnères-de-Bigorre*.

Passing *Esténos*, the train stops again at *Marignac*, whence a road leads to *St. Bèat* through the *Vallée d'Aran*. This town is situated in a narrow gorge between high mountains, not more than five miles from the Spanish frontier.

Luchon stands on the edge of a fertile plain in the very heart of the Pyrenees, and is now a very fashionable place of resort, being almost unequalled in beauty of situation or in the interest and great variety of its excursions. Population, 3921.

Hotels, Richelieu and Bonnes Maisons et de Londres. The *Richelieu* is one of the largest in the Pyrenees, having a table d'hôte of 150 covers, and stands in front of the bathing establishment. The *Hôtel Bonnes Maisons et de Londres* occupies the finest situation in Luchon, near the baths and music, and is reputed to be one of the best in the Pyrenees.

The railway leaves travelers at *Barcugnas*, whence they are transported with their luggage for 60 c. a person, and 40 c. for every trunk.

Luchon is built in the midst of a triangle formed by the *Allée d'Etigny*, which leads to the baths, the *Allée des Soupirs*, and that of *Barcugnas*. In the *Allée de la Pique* and the *Cours d'Etigny*, a triple avenue of limes 80 feet in width, are situated the best hotels, buildings, and shops. In

the months of July and August Luchon is the most frequented. The direction of the valley enables the northern winds to sweep through it, and to modify somewhat the summer heat, which is certainly more bearable here in June or September. The time of year at which the waters seem to prove most beneficial is, however, in the first-named months.

The *Établissement de Bains* is situated at the southern end of the Allée d'Etigny. It stands at the foot of a precipitous hill of slate, well wooded, in the midst of a pretty garden; the building, which is very handsome, has in front a colonnade of 28 marble pillars leading into the Salle des Pas Perdus, also a hall of marble. Within, every species of bath ever invented is to be found, varying in price from 60 c. to 2 fr. The springs of Luchon are 54 in number, varying in temperature from 77° to 152° Fahr.; of these, 29 have been discovered since 1848. They are sulphureous, saline, and ferruginous, and are principally beneficial to persons afflicted with rheumatic complaints, cutaneous diseases, or paralysis; but they are injurious to persons of sanguine temperament, or those afflicted with nervous disorders. Three of these springs are situated within the establishment, fifteen are just outside, and others may be reached farther up the valley. The number of persons drinking is so great that toward evening the water sometimes fails; but works are to be undertaken to correct this defect, and to allow the waters to flow more quickly. In one of the upper rooms of the establishment is a beautiful plan in relief of the Central Pyrenees, which may be visited for 1 fr. This was constructed by an engineer named M. Lézat, who devoted to it eight years, and ended by producing a marvel of exactitude and execution.

These baths were well known in the time of the Romans, when they were reached by a road from Toulouse through St. Martory, Valentine, Bareugnas, etc., of which traces are still to be seen. Many altars and inscriptions have been found here, most of which have been transported to the museum of Toulouse; but over the entrance to the bathing establishment an ancient votive altar has been placed, bearing the inscription, "*Deo Lironi Flavia Rufi F. Pauline v. s. l. m.*" ("To the god

Lixon, Flavia, daughter of Rufus and Pauline: she has accomplished her vow.") From this god Luchon evidently derived its name.

Back of the establishment zigzag paths run up the hill called Superbagnères to the Jardin Anglais.

A casino is to be constructed at Luchon, as hitherto there has been no place for evening reunion or entertainment; the new building is to stand in the centre of the quadrilateral formed by the Allée de la Pique, the Allée des Quinconces, the new boulevards, and the Allée de Pique; it is to contain concert-rooms, theatre, ball and reading rooms, billiard-room, and buffet; the whole to be on a very grand scale.

The excursions in the neighborhood of Luchon are both numerous and delightful; over 200 horses are kept for hire to those who are fond of ascents, as in many of the most interesting excursions carriages are completely impracticable.

For making a tour of the valley by St. Mamet, Montauban, Juzet, and Salles, one hour and a half is required; the price for a carriage being 6 fr. Starting from Luchon by a road which runs from the bathing establishment near the spring *du Pré*, we reach the village of *St. Mamet*, containing 500 inhabitants, with a church dating from the 16th century. A little more than half a mile from St. Mamet is the cascade of *Sidonie*, formerly called *Pich des Vergés*, on the route to Bosost. Continuing from here to *Montauban*, the carriage stops before the garden of the curé of this village, who charges 50 c. for the entrance of each visitor. After mounting some little distance a plateau is reached, where a fine fall of water may be seen, and in front of which a table and chairs are placed, intimating that those desirous of breakfasting in the open air may here obtain a very good collation. A still higher climb will lead the visitor to a cavern in which is another beautiful cascade of waters falling from the heights of Poujastou.

Juzet is about half an hour's walk from Montauban. Here is another beautiful cascade, falling from a height of 130 feet. The return to Luchon is made by the faubourg of Bareugnas.

Castelvieil, about four miles from Luchon, is an ancient signal-tower or castle of the 14th century, which formerly com-

manded the pass of Venasque and the entrance to the valley of Burbe. It is now in ruins, but from it a fine view of the valley and its surrounding mountains may be obtained. About 350 yards from the castle are the ferruginous springs, the waters of which may be obtained fresh in Luchon every morning (50 c. a bottle) by those unwilling to walk the distance.

Vallée du Lys.—The time required for this excursion is 7 hours; price of carriage, with four horses, 25 fr.; with two horses, 20 fr.; guides and horses to the cascade, 5 fr. each; and to the lac Vert, 8 fr.

This valley, situated at a greater elevation than that of Luchon, derives its name from the *anthéricium liliastrum*, or St. Bruno lily, which abounds here; by some, however, the name is believed to have been changed from Litz, which in the Celtic language means avalanche. The road to this valley is the same taken to reach Castelvieuil; but crossing the Pique by the Pont Ravi, it enters a fine wooded gorge, which after a mile and a half expands into a beautiful valley, surrounded by lofty mountains with snowy peaks, but girt at the base with fir wood. The dark-green foliage is diversified here and there by silver lines, marking the sites of numerous and beautiful cascades. At the end of the valley are three small inns, where visitors put up their horses, and where they may obtain refreshments. About 200 yards back of these houses is the cascade d'Enfer, a most magnificent fall. Above it are two bridges, reached by a narrow path in about forty-five minutes, which command a most glorious view into the raging gulf below. From them a path lately constructed ascends still higher to the glaciers; half way between the Pont Nadre and the glaciers a narrow path, impracticable for horses, leads to the Rue d'Enfer. This is a narrow fissure or groove cut in the mountain, through which the waters take their course, after falling from a perpendicular rock of great height. Returning to the inns at the foot of the mountains, and continuing the route on horseback, we reach in thirty minutes the *Cascade du Cœur*, formed by two mountain falls, which unite after flowing round an immense moss-grown rock, oblong in shape, and somewhat resembling a heart. The fall to the left, which is the finest, descends from the glaciers of Pique-

père, Port-Vieux, and Mal Pintrat, and is one of the most beautiful sights of the Pyrenees.

The *Vallée de l'Hospice*.—Time required for the excursion, 6 hours; carriages, four horses, 30 fr.; two horses, 25 fr.; a horse and guide, 5 fr. each. Omnibuses run twice a day; price to go and return, 4 fr.

Taking again the route to Castelvieuil, the road crosses the Pique at the *Pont Lapadé*, and continues through the valley in a southeasterly direction, passing on the right a bridge leading to the *Cascade des Demoiselles*. Before arriving there, a large mass of stones indicates the sight of a hospice founded by the Templars, when the Port de la Glère was much frequented. The cascade is formed by a mountain torrent descending from the summit of the Glère. Returning to the route d'Espagne and continuing along the right bank of the Pique, we reach a plateau on which is situated the *Hospice de France*, at the junction of the three roads from the Glère on the right, the *Port de Venasque* in the centre, and from the *Ports de Monjoys* and *de la Picade* on the left. This is a large stone house belonging to the commune of Luchon, and farmed out to an inn-keeper, who is obliged always to keep provisions both in summer and winter; these, however, are none of the best. A ten minutes' walk from this house through the forest of Saju just brings you to the *Cascade du Parisien*, a fall almost artificial-looking from its regularity.

Port de Venasque.—This excursion, returning by the *Port de la Picade*, requires 11 hours; horse and guide, 8 fr. each.

From Luchon the road to the Hospice is taken, from which point the Port is reached in three hours walking, or two hours and a half on horseback. Crossing a small mountain torrent called the Pesson, you may take any of the paths which cross the grass-grown elevation in front of you, as they all reunite in one which leads directly to the Port. Two waterfalls are passed, and about two thirds of the way is a stone cross, constructed of rough blocks placed one above the other; this is called *l'Homme*, and commemorates the death of a French custom-house officer assassinated here. Further on is a recess called the *Trou des Chaudronniers*, where nine unfortunate traveling tinkers perished in the

snow. About a mile and a half higher the road overlooks five small lakes or tarns, of which the largest, the *Lac Bleu*, is situated just under the Port. They are surrounded by snow, and are frozen over the greater part of the year. The path increases in steepness, and turns abruptly at every six or eight feet, just before reaching the Port. This is a mere wedge-shaped fissure cut into the mountain, partly by nature and partly by man, and which forms a gateway between France and Spain, the exact boundary being marked by an iron cross. The Port is about 14 feet wide, the rocky wall on the right being formed by the Pic de la Mine, and that on the left by the Pic de Sauvegarde. The latter is easy of ascent, and from its summit a most beautiful view opens out over the neighboring peaks and the *Maladetta*, the highest mountain of the Pyrenees, deriving its name of accursed from its bleak and dreary aspect. The Port de Venasque is situated 7930 feet above the level of the sea; the town of that name is as distant on the Spanish side as Luchon is on the French; the Spanish hospice is situated on the right bank of the Essera, about 1½ hours' walk from the Port, and is occupied by a body of carabineers. Here passports and permits for the entrance of horses into Spain are required, and any luggage is examined. The return to Luchon may be made by the Port de la Picade, another pass or gateway cut in the Peña Blanca, or l'oumero, the same ridge through which the Port de Venasque opens. This gateway, which separates Catalonia and Aragon, is reached by turning to the left, passing the fountain of Peña Blanca and that of Coustères; it is 7878 feet above the level of the sea. From it a path descends to the Goueil de Jouéou (Eye of Jupiter), where the waters descending from the *Maladetta* come to light, forming one of the sources of the Garonne, and to Artignes-Delin, while another descends on the left to the Hospice, from which point it is easy to regain Luchon.

Lac d'Oo or *de Séculejo*.—Time required, 8 hours; carriage, four horses, 30 fr.: two horses, 25 fr., as far as the *Granges d'Astos*; horses and guides, 6 fr. each.

Leaving Luchon by the Allée des Soupirs, the road crosses the One, and continues along the side of the mountain, which

overshadows the valley of Luchon on the north, past the village of Trébons. The One is crossed twice again, as well as the Neste, which takes its rise in the Vallée d'Oueil, before reaching the chapel of *St. Aventin*. According to legend, this saint, having been imprisoned by the Moors in the ruined Castel-Blancat, threw himself from the walls; and being upheld by angels, fell gently on the rock where the chapel now stands. The print made by his feet in the granite, which softened like wax to receive him, is still shown. Being followed by the Moors, his head was cut off, and his body thrown into a hole, where it was discovered three hundred years later, owing to the strange conduct of a bull, who pawed up the earth here daily until attention was called to the spot. The body of the saint was placed in a rude shrine behind the altar of the village church. Beyond *St. Aventin*, on the road to Cazeaux, stands a column erected in honor of Napoleon III.

Cazeaux-de-l'Arboust contains a Romanesque church of the 12th century, with interesting mural paintings (15th), of which the most remarkable represents the Last Judgment. From here the path to the Lac d'Oo runs along the slopes of a hill overlooking the valley d'Oo, with the lake at its extremity, until reaching the village, where it crosses the Oo, and continues along the right bank through pastures and open meadows until it reaches the *Granges d'Astos*. Here the route ceases to be practicable for carriages, and horses may be obtained for reaching the lake. Refreshments are also served here to any who may require them. The road from here to the lake is a gradual ascent, passing, soon after leaving the *Granges*, the torrent of *Esquierry*, with a charming cascade called the *Chevelure de Maldeine*. A bridge across the stream leads into the valley of the *Esquierry*, called the garden of the Pyrenees from its innumerable flowers. From here the road mounts, by a long series of zigzags, a high, rocky promontory, which stretches across the valley, and from which glimpses are obtained, from time to time, of the rapids and cascades of Bاده, formed by the torrent in issuing from the lake. The latter part of the route is through fir woods, which extend to the borders of the stream; on the left bank, reached by means of a

bridge, is a small house where the horses are put up, and whence the tour of the lake may be made in a boat (1 fr. 50 c.). From here a fine view of the lake may be obtained, with a fine cascade opposite falling from a height of 800 feet. The Lac d'Oo or *de Séculejo*, is half a mile in diameter, and is shut in all around, except on the side of the dam, by steep and lofty precipices, which are slightly tinged with green; it abounds in trout. The depth of the water, taken in 1831, was 245 feet, which in 1855 had decreased to 225, making a diminution of 20 feet in sixteen years, and rendering it probable that in 180 years the lake will have entirely ceased to exist. A toll of 25 c. for every person and horse is paid to the innkeeper for keeping the path to the lake in good order.

From the Lac d'Oo the excursion may be continued by way of the frozen lakes to the Port d'Oo, and Venasque, in Spain, through scenery increasing in wildness and grandeur, but by a route extending for some distance over beds of snow, and only to be explored with the assistance of a guide.

In addition to the excursions already described, the ascent of the *Pic de Monné*—requiring five hours for mounting and four for descending—is frequently made, as well as of the *Pic de Bacanère* (Black Cow) and the *Superbagnères*. The principal resorts of the Pyrenees may all be reached by carriage from Luchon; but, although the détour is greater, it is both easier and shorter to return by rail to Montrejeau, and thence to continue to Tarbes and Lourdes, whence Bagnères-de-Bigorre, Cauterets, Barèges, etc., are easily reached. The Eaux-Bonnes and Eaux-Chaudes are best visited from Pau. By carriage from Luchon to Bagnères-de-Bigorre 12 hours are required; price from 60 to 80 francs.

Four trains run daily from Montrejeau to Tarbes; distance 34 miles. Twelve miles from Montrejeau we pass

Lannemezan, a village of some 1172 inhabitants. It contains a Romanesque church, with a special opening like that of Ciutat for the *Cagots*, who were not allowed to penetrate into the church until the middle of the 17th century, but heard mass standing outside. A large military camp has lately been established on the surrounding pla-

teau, and lies just southwest of the railway, from which its tents are visible. From here to

Capvern the view of the Pyrenees is very fine. This village of 1679 inhabitants is rapidly increasing in importance, owing to the sulphureous springs existing in the neighborhood, which draw to it yearly a large number of visitors. There is a good bathing establishment, and two hotels—*de France* and *des Pyrénées*.

On the road from here to Tournay the railway passes the ruins of the castle *Mauvezin*, which crown the summit of a neighboring hill. Its name is a corruption of *Mauvais Voisin*, and was given by the inhabitants of the neighboring towns, who suffered continually from the depredations of marauders sheltered here. These were besieged and scattered by the Duke of Anjou (1374), who arrived before the castle with 8000 men, and forced it to yield by cutting off the supply of water. The garrison were allowed to depart in safety, taking with them as much of their booty as could be conveyed in trunks on sumpter horses.

At *Tournay* are the remains of an ancient abbey, situated on the borders of the Arros; it is now the property of a private individual, and part of it has been fitted up as a residence.

Tarbes, the chief town in the Département des Hautes Pyrénées, is situated in full view of the Pyrenees, in the midst of a fertile plain watered by the Adour, and on the banks of which the city stands. Population, 16,565. *Hôtel de la Paix* and *Hôtel du Commerce*. This town, which spreads over a large space, considering the number of its inhabitants, is composed of two distinct parts, which meet at the Place Maubourguet; the streets are irregular and the houses low, with large courts and gardens. The waters of the Adour are distributed in all parts of the town by means of two large canals. Tarbes existed in the time of Cæsar under the name of *Bigorra* or *de Baigorry*; later it was known as *Tarvia*, *Tarva*, and *Tarba*. In the middle of the 10th century, the town, which had suffered greatly from the invasions of the Goths and Vandals, was rebuilt by Raymond I., and became the capital of the county of Bigorre. Later it formed part of the dowry of Eleanor de Guienne,

through whom it became a possession of the English, who retained it down to the reign of Charles VII. The Black Prince here held his court. The cathedral, a modern edifice, with little of interest, occupies the site of the castle of the counts of Bigorre. Adjoining this is the Prefecture, formerly the bishop's palace, in the gardens of which stand the ruins of a chapel, and cloisters containing some Roman inscriptions and statues. The *Museum*, situated in the midst of the public garden (*Jardin Mossey*), contains some good pictures. There are some few manufactures, but little to detain the traveler, if we except the races, which take place yearly in the month of August, and which are the finest in the southern part of France. The government possesses a stud here for improving the breed of horses; they form one of the principal sources of revenue in this department, the markets and fairs of Tarbes being particularly celebrated.

From *Tarbes to Paris, via Agen, Périgueux, and Limoges.* Time, 21 hours; fare, 98 fr. 35 c. (Route 120).

From *Tarbes to Agen.* Time, 5 h. 37 m.; fare, 18 fr. 25 c.

From *Tarbes to Luchon, via Montrejeau.* Time, 2 h. 21 m.; fare, 11 fr.

From *Tarbes to Bordeaux.* Time, 8 h. 17 m.; fare, 35 fr.

From *Tarbes to Pau.* Time, 1 h. 34 m.; fare, 7 fr. 25 c.

From *Tarbes to Lourdes.* Time, 30 minutes; fare, 2 fr. 40 c.

From *Tarbes to Bayonne.* Time, 4 h. 4 m.; fare, 20 fr. 33 c.

From *Tarbes to Toulouse.* Time, 5 h. 30 m.; fare, 19 fr. 35 c.

From *Tarbes to Bagnères-de-Bigorre.* Time, 38 minutes; fare, 2 fr. 70 c.

Bagnères-de-Bigorre, the most city-like of all the Pyrenean watering-places, is situated on the left bank of the Adour, which is here greatly reduced in size, owing to a network of canals into which its waters have been turned for purposes of irrigation, and also for working numerous marble and paper mills. Population, 9464.

Hôtels de Paris and de France, both finely situated and well managed.

This town is situated at one end of the

rich plain of Tarbes, at the entrance to the Campan valley; the streets are lined with long avenues of trees and cheerful-looking whitewashed houses, giving to the whole a most inviting aspect.

Bigorre has chiefly become celebrated through the possession of warm saline springs, of which there are about fifty, divided between different bathing establishments. The waters vary in temperature from 87° to 123° Fahrenheit, and are chiefly efficacious in affections of the digestive organs.

The *Thermes de Marie Thérèse*, or public bathing establishment, contains ten of these springs, viz., La Reine (so called from Jeanne de Navarre, mother of Henri IV., who drank of the waters in 1567), Le Dauphin, Roc de Lannes, Foulon, Saint-Roch, Salies, Romaine, des Yeux, du Platane, and La Rampe. The building is large, and contains 34 bathing cabinets and 10 douches; but the bathing facilities have been still more increased by the purchase of the villa Borden, and its annexation to the establishment.

The *Casino*, a large building, stands beside the Thermes, in the midst of a large garden, and has reading, concert, ball, and play rooms, as well as a good restaurant and café.

In addition to the Thermes, there are numerous other bathing establishments in and around the town, of which one of the most frequented, owing to the efficacy of its waters, is that of the *Sulut*, situated on the side of the Monné hill, and approached through a long avenue of poplars. This establishment contains but 10 baths.

Bagnères-de-Bigorre was well known in the time of the Romans, who gave to the baths the names of *Aquæ Bigerronum*, *Balnearie*, and *Vicus Aquensis*. Numerous monuments and votive stones have been discovered here, and have been placed in the museum; but one of the most important, which adorned the front of a temple consecrated to Diana, may be seen to-day in mounting the staircase of the Thermes. In digging the foundations of this building in 1823, numerous medals, columns, and marble baths were discovered buried far down in the earth.

The church of *St. Vincent* possesses a fine porch and doorway in the style of the Renaissance, attributed to Jeanne d'Albret,

who was residing at Bigorre for the use of the waters in 1557, the time of its erection.

Of the church of the *Jacobins*, situated in the centre of the town, little now remains but a graceful octagonal tower dating from the 15th century. The former church of the Templars, called the chapel of *St. John*, now used as a play-house, possesses a fine pointed doorway with rich mouldings.

One of the most interesting buildings to be visited at Bigorre is the *Marbrerie of M. Geruzet*, which is on a very extensive scale, and where the beautiful and far-famed Pyrenean marbles which abound in the vale of Campan above Bigorre are cut and polished; there are no less than twenty varieties of marble employed, of which the most beautiful are the Griotte, or blood-red, filled with fossilized shells, and the green and flesh-colored marbles of Campan. Pillars, vases, tables, slabs, chimney-pieces, and other articles are made here, all at most reasonable prices.

The greater part of the female population, young and old, are occupied in knitting the fine wool of the Pyrenees brought from Spain, which is made up into shawls and scarfs, rivaling lace in their thinness of texture, and into counterpanes, workbags, mittens, etc. The well-known *crêpe de Barèges* is made here and at Luz.

There are several pleasant promenades in and near Bigorre, among which we may mention the *Avenue du Salut*, leading to the spring of that name; the *Coustous*, in the midst of the town, which is always thronged in the evening, and under the shade of whose trees a species of fair is kept up during the season; the walk along the side of a wooded hill rising back of the Thermes called *Mount Olivet*, from which a fine view of the vale of the Adour may be obtained; and the *Allées de Maintenon*, an avenue of trees just above the road to Campana, so called because it was the favored walk of Madame de Maintenon, when in 1675, 1677, and 1681 she accompanied the Duke of Maine to Bagnères. *Le Bédal* is the name given to the hill overlooking Bigorre to the south of Mount Olivet; half way up the side is a large cavern, divided into four rooms, and galleries communicating one with the other by very small openings. Its total length is 2492 yards, of which 1645 yards are easily explored.

The *Palomiers de Gerde et d'Asté* are the hills which rise to the east of Bagnères, above the villages of Gerde and d'Asté, which are reached in two hours on horse-back and three hours on foot, by means of a road which opens out of the route to Capvern, just beyond the Pont-de-Pierre. On the summits of these hills are rows of trees, between which the bird-catchers stretch their nets, to catch the flocks of wild pigeons which pass here in their migrations during the months of September and October.

Diligences run daily from Bagnères-de-Bigorre to Luchon, St. Sauveur, Luz, and Barèges.

Railways to Paris by Tarbes, Auch, and Agen; to Luchon and Toulouse by Montrejeau, and to Bordeaux by Tarbes; for time and fare, see *Tarbes*.

Guides and ponies for excursions in the neighborhood are easily obtained; also sedan-chairs for invalids desiring to be carried to the baths.

Among the numerous excursions in the neighborhood of Bigorre, perhaps the most interesting are those to the Vallée de Lesponne and to the Pic du Midi.

To the *Va'leé de Lesponne* and *Lac Bleu* 9 hours will be required, 5 for mounting and 4 for returning. An excellent carriage route extends to the end of the valley, but to reach the lake a horse is requisite (price 6 francs). The valley of Lesponne is profoundly cut between the Pic du Mont Aigu on the north and the Pic du Midi on the south, and opens out from the vale of Campan, between the village of Bandéan and the château of St. Paul. After crossing the Lardezen, in whose valley a fine species of marble is obtained, and the Claire, the village of Lesponne is reached, from which place the valley continually decreases in width. Just opposite the village the charming valley of *Entagèté de Binaro*: opens out, through which the ascension of the Pic du Midi may be made. Two hours from here we pass another gorge, traversed by a brook, which forms a pretty fall not far from our route, called the *Cascade d'Aspi* or *de la Truite*. Through this gorge a fine view of Mont Aigu is obtained, which may be reached by a road from here practicable for horses. Farther on to the left is the gorge *Ardalos*, through which is seen the entire

mass of the Pic du Midi, apparently very near, but only to be reached by a three hours' walk over the steepest of mountain-paths. In this gorge is the lake *Peyratade*, or *Lac Vert*, situated 3255 feet above the valley of Lesponne. At the *Cabanes de Chironlet* the carriage route ceases; here wine and food may be obtained, but as the fare is poor and dear, it would be as well to take provisions with you. At half an hour's distance from here the valley divides, a branch on the right leading through the pass of Hourquette de Baran in three hours to Pierrefitte, whence Cauterets may be gained; and that on the left crossing the Adour by the Pont d'Enfer, and continuing along the banks of the torrent, which here forms innumerable cascades, and seems but a ribbon of foam, to the Lac Bleu. This lake, one mile in length, is situated on the summit of a lofty rock, 6424 feet above the level of the sea, and is surrounded by craggy peaks with snowy declivities, and but for the rich blue of the water, from which it takes its name, would be a dreary place indeed. In 1859 a canal was pierced through the rock, costing 400,000 francs, by means of which the waters of the lake were made available in times of drought. Near the lake is a small inn, with poor accommodations.

The ascension of the *Pic du Midi* may be made either from here or from Barèges (for description of route, see *Barèges*). The distance by carriage-road across the Tourmalet to the latter place is 25 miles, requiring from 7 to 8 hours to accomplish, including a halt to rest the horses.

Returning to Tarbes by rail (for time and fare, see *Tarbes*), we continue on our main route to Bayonne, *via* Lourdes and Pau.

From *Tarbes* to *Lourdes*. Time, 45 minutes; fare, 2 fr. 40 c.

Before reaching Lourdes we pass

Ossun, a small town of 2438 inhabitants, which carries on a rather extensive trade in hams. On a height to the northeast of Ossun are the remains of a Roman camp, believed to have been fortified by Crassus, a lieutenant of Caesar: this camp was square in form, surrounded by ditches, and entered by four openings; it was capable of containing from 4000 to 5000 men. The railway, after passing the village of Adé, crosses the plain of Lanne-Mourine, on which the Saracen forces still remain-

ing after their defeat by Charles Martel, between Tours and Poitiers, were met and slaughtered by the inhabitants of Bigorre. The site of another Roman camp, called the *Castra de Julos*, is passed before reaching Lourdes.

Lourdes is a town of 4714 inhabitants, situated on the right bank of the Gave, at the junction of the valleys of the Gave de Pau and the Geune. Hotels, *de Poste, de Paris, de la Gr. te, and des Pyrénées*—all poor. It would be well if a good house were opened here, as many travelers would gladly spend a few days, but are deterred by the miserable accommodations. Lourdes is a town of great antiquity, still retaining traces of walls built by the Romans; in the time of Charlemagne it was called Mirambel, and its castle, now used as a barrack, sustained a long siege, during which it was held by Mira, a Saracen prince, who ended by capitulating and becoming a Christian. He then took the name of Louis, and the town was called Lordes, or Lourdes. By the treaty of Brétigny, in 1360, Lourdes was ceded to the English as part ransom of the French King John, and was afterward visited by the Black Prince. Being attacked in 1369 by the army of the Duke of Anjou, the town was taken in sixteen days, but the castle remained impregnable, and the French were obliged to retreat after burning the town. The unfortunate governor of the castle, Pierre Arnaud de Berne, who had taken his oath to the Black Prince to guard his stronghold faithfully, was requested by his natural brother, the Count Gaston-Phœbus, to meet him at Orthez, to confer on the political situation, and on his arrival was called upon to deliver the castle to its natural owners. On his refusal to break his oath he was stabbed five times, and then thrown into a dungeon to die. His death however served little the cause of the French, as before his departure from Lourdes he had administered the same oath to his brother Jean, who guarded the castle. It was not until 1418 that the French obtained possession of this citadel, after an eighteen months' siege. The building is reached by flights of stairs, and is entered through a small doorway four feet high, to reach which a drawbridge is crossed. Lord Elgin was confined here in 1804, having been seized

by order of Napoleon while returning through France from the East.

It is not, however, owing to its historical associations or to the beauty of its environs that Lourdes has become so famous, but on account of the numerous apparitions of the Virgin in 1858 to a small peasant girl called Bernadette Soubirous. During the six months following the first of these miraculous apparitions no less than 150,000 persons visited the grotto in which the Virgin appeared eighteen times, visible only to the eyes of the child, but her presence being made known to the thousands of spectators by the change in the face of Bernadette, which at her appearance and until her departure seemed to be glorified by a holy light and beauty entirely unnoticeable at other times. The source of a small fountain having been made known to Bernadette, and several miraculous cures having been effected by bathing with its waters, the pilgrimages became so extensive and numerous that the authorities became alarmed, and ordered the grotto to be fenced up and the votive offerings to be removed. Any one who attempted to approach the grotto was subjected to the penalty of a large fine; but notwithstanding this the crowd still assembled, and performed their devotions on the opposite bank of the Gave, whence the grotto was visible. Later the Bishop of Tarbes declared the miracle to be authentic, and encouraged the arrival of pilgrims, who flock to drink the waters and to offer up prayers or thanksgivings at the shrine all through the summer months, when entire trains are devoted to the pilgrims arriving from all parts of France as well as from foreign lands.

The road to the grotto is bordered by small wooden huts, where chaplets, crucifixes, medals, and other objects of piety are exposed for sale; and after crossing the Gave by the Pont Vieux, reaches the *Grotte de la Vierge*, formerly called the *Grotte de Massavielle*. It is now closed by an iron railing, behind the bars of which a statue of the Virgin, by Fabisch, is visible, while from the roof are suspended innumerable crutches and sticks, rendered useless by miraculous cures, and left here by the infirm as votive offerings. In front several rows of benches have been placed for the faithful, while to the left is the fountain, with the following inscription:

“ Allez boire à la fontaine et vous y laver ” (the words used by the Virgin to Bernadette in one of her apparitions), “ Février, 1858.” Above the grotto a church has been constructed in the style of the 13th century (1867), the walls of which are decorated with numerous banners. The little Bernadette, after the cessation of the apparitions, returned to her former simple mode of life, never speaking of what she had seen and heard except in answer to direct questions, and always refusing so energetically any offers of money made to her, even the smallest amounts, that many believe it to be one of the three secret recommendations made to her at different times by the Virgin. In October, 1867, she took the vows at the convent of the *Sœurs de la Charité de Nevers*, in the 23d year of her age. An omnibus runs from the railway station to the grotto, conveying passengers for 75 centimes.

There are large marble and slate quarries in the neighborhood of Lourdes, the former employing about 600 workmen, and bringing in about \$80,000 annually, and the latter employing about 260 men, and producing \$49,000.

The traveler may proceed from Lourdes to Caunterets by rail as far as Pierrefitte, time, 45 minutes; fare, 2 fr. 55 c., and thence by omnibus in two hours to Caunterets; fare, 2 fr. 50 c. Private carriages, 15 to 20 francs.

The railway to Pierreville makes a large curve around the town of Lourdes, crosses the Geune, and continues along the base of the Pic de Jer until it approaches the Gave, along the right bank of which it runs. The view now extends over the celebrated valley of Lavedan, renowned for its picturesque beauty, from which seven other valleys open out, bearing the names of Sarguère, Castelloubon, Estrem de Salles, Azun, Davantague, Saint Savin, and Barèges.

After passing the village of Ger and the ruined château Gélou, which seems to date from the beginning of the 15th century, and is believed to have formed part of a system of detached forts placed at certain distances across the county of Bigorre, we enter the valley or paradise of *Argèles*, which ranks among the finest in the Pyrenees for its beautiful scenery, its fertility, and cultivation. In the midst of the

wide basin into which the valley expands stands the village of Argeles, of 1658 inhabitants, remarkable only for the beauty of its situation. To the west the Val d'Azun opens out, with a carriage-road leading to the Eaux-Bonnes.

To the right of Argeles stands the village of *St. Savin*, which contains the remains of an ancient abbey, built on the site of the Palatium *Emilianum*, whose ruins served as a retreat to the hermit St. Savin, son of the Count of Poitiers, and in whose honor a monastery was erected here by Charlemagne. In succeeding generations it increased in size and prosperity; the church, which dates from the end of the 11th century, is a remarkable Romanesque building; it contains two large paintings of the 15th century, each divided into nine compartments, which represent scenes in the life of St. Savin.

Farther on the railway passes on the right bank of the Gave the ruined *Château de Bauzens*, now belonging to Mr. Fould, but formerly the residence of the counts of Lavedan; of this the most ancient portion is the large tower, dating from the 14th century.

Pierrefitte, the last station on the line of railway, is a small village of 569 inhabitants, whence several roads diverge, to *Cauterets*, *St. Sauveur*, *Luz*, and *Barèges*. It is situated at the base of a lofty mountain, which forms by its position two small valleys, the road to Cauterets leading through the one on the right, and to Luz through that on the left.

Omnibuses meet all the trains, reaching Cauterets in two hours; fare, 2 fr. 50 c.

Cauterets.—Hotels, *de France*, *d'Angleterre*, *des Promenades*, and *du Parc*.

This charming town, which consists of about 250 houses, with a permanent population of 1555, is situated in a narrow basin surrounded by the Pégùère, Peyrénère, Pic de Viscos, and Cabalirros mountains. It is one of the chief watering-places of the Pyrenees, and boasts no less than twenty-two distinct sources, varying in their warmth and strength, so that they resemble nearly all the sulphureous sources of the Pyrenees, some being stronger than the waters of Barèges, while others are as mild as those of St. Sauveur. They vary in temperature from 102° to 140° Fahrenheit. There are nine bathing establish-

ments in Cauterets, which form, as it were, two distinct groups, one being in Cauterets itself and the other a little to the south of the town, at the junction of the Gaves de Lutour and de Marcadau. The former of these groups comprises the establishments des *Œufs*, de *César* et des *Espagnols*, de *Pause-Nouveau*, de *Pause-Vieux*, and du *Rocher* et de *Rieumiset*.

The second group, to the south of Cauterets, comprises the sources de la *Raillère*, du *Pré*, du *Petit-Saint-Sauveur*, and des *Yeux* et *Mahourat*.

The *Établissements des Œufs* stands on the right bank of the Gave, at the base of the *Pégùère*; it is constructed of marble, and contains on the ground floor, in addition to twenty-six bathing cabinets, fourteen douches, etc., a large swimming-bath of sulphur-water, which is constantly renewed, and above which are suspended various articles for gymnastic exercises. This bath—twenty-five yards in length and ten in breadth—is completely inclosed in a large, well-lighted room. On the first floor are the salons of the casino, with ball and concert rooms and a theatre. The waters are brought to this establishment from a distance of about a mile and a half, the sources which supply it being ten in number, all called des *Œufs*, either because the water is hot enough to cook an egg or because of its disagreeable odor.

The *Établissement de César et des Espagnols* is built of gray Pyrenean marble at the foot of the *Peyrante* mountain; this establishment dates only from 1844. Formerly invalids were obliged to toil up the hill, or be carried in chaise à porteurs, for about two hundred yards, but the waters have now been brought down by means of a stone aqueduct, losing several degrees of heat in their course. The building is entered by a wide staircase, which gives access to a long hall bordered with bathing-rooms, those on the right receiving the waters of the source de *César*, and those on the left of the *Espagnols*. Green-marble basins supply the waters to those who come to drink. These waters are employed against diseases of the skin, or in cases of rheumatism.

The *Établissement du Rocher et Rieumiset* is situated at the entrance of the *Promenade du Parc*, and contains twenty-four bathing-rooms and two douches; the source

du Rocher, discovered in 1858, is the most important.

The *Pause - Vieux* and *Pause - Nouveau* contain, the former fourteen cabinets, and the latter twelve. For a chaise à porteurs to reach them, the price to go and return is 3 francs; a donkey, 1 franc.

The *Vieux-César* is situated a few yards beyond the *Pause-Nouveau*, on the flank of the Peyrante mountain. Here, according to tradition, Cæsar came to bathe and drink the waters.

Of the southern group, the most important is the

Établissement de la Raillère, for which omnibuses, four-in-hand, leave every ten minutes from the Place Saint Martin or the Thermes des Eufs; be careful to take a ticket at the bureau. Chaise à porteurs to go and return, 3 francs; a horse, 2 francs; donkey, 1 franc. This is the most frequented of all the sources at Caunterets; the water is very abundant, and supplies no less than thirty-four baths and six douches during fourteen hours of the day, in addition to all that is consumed in the two fountains, as well as what is used for gargling and for vapor-baths. This source was discovered in 1860, and is found to be most efficacious in maladies of the respiratory organs. The water of the Mahourat source is recommended as aiding digestion.

The *Source des Yeux*, just back of the Mahourat, is used, as its name indicates, in diseases of the eyes.

Petit-Saint-Sauvur, efficacious in cases of hysteria and anæmia, is so named from the resemblance of its waters to those of the valley of Luz. The establishment contains fourteen bathing cabinets and a drinking fountain.

Le Pré is situated on the border of the Gave, with an establishment containing seventeen bathing-rooms, two douches, and a fountain.

Bains du Bois, the highest in this direction, contains four bathing cabinets, two piscines, or large baths, and four douches. Rooms are let on the first floor to invalids unable to support the fatigue of coming from Caunterets, a distance of over two miles.

Caunterets is one of the dearest of the Pyrenean watering-places. It is most frequented in the months of July and Au-

gust, and the numbers are then so great that visitors would do well to report themselves on their arrival to the government medical inspector, who will inscribe their names in a book, and allot them an hour for taking the bath during the time of their stay.

Caunterets was well known in ancient times, and if not visited, as is supposed, by Cæsar, it was certainly a favorite resort of the sovereigns of Navarre. Queen Margaret, sister of Francis I., came here, attended by her court poets and musicians, and it was here that the greater part of her "Heptaméron" was written.

There are some very pleasant walks in and around Caunterets. The *Promenade du Parc* belongs to the hotel of the same name; it is placed at the disposition of all strangers, who pass many pleasant hours in its shady avenues.

The *Grange of the Reine Hortense* is the name given to a small house in which Queen Hortense, mother of Napoleon III., once passed the night. The farm-house stands on the summit of a rock, which commands a view of the town and its narrow valley, and is reached in half an hour's walk from the *Pause-Vieux*. A chaise à porteurs to go and return, 6 francs. A horse from 11 A.M. to 3 P.M., 5 francs; guide, 5 francs; donkey, 4 francs; before 11 A.M., or after 3 P.M., guide, 3 francs; horse, 3 francs; donkey, 3 francs. The prices are the same to visit *Cambasque*, reached by a road along the side of the Pégère.

The *Promenade du Mamelon Vert* is a favorite evening walk, owing to the little shade it affords in the day; it is frequented for its fine view of the town and gorge of Caunterets.

An excursion to be recommended to all who visit Caunterets is that to the

Cascade de Cérisey and *Pont d'Espagne*, reached by a good bridle-road either on horseback (5 francs), or in a chaise à porteurs, with two men as far as the cascade, 6 francs, and with four to the Pont, 15 francs.

The road passes the southern group of bathing establishments, past the *Cascade d'Escanage*, and winds along the Val de Jerez between the Peyrénère and Peyrante mountains, through scenery as wild and grand as any of which the Pyrenees can boast. Fallen rocks are strewn on all

sides of the path, which ascends along the margin of the Gave, black forests of pine cover the bases of the mountains, above which rise thin, bare, and precipitous peaks. The Gave rushes along the valley, leaping from the upper to the lower slopes in several fine falls, of which the Cérisey is the best. It is reached in one hour from Caunterets, and here travelers generally dismount, and scramble down through pines and rocks to obtain a fine view of the fall. In fifty minutes the *Pont d'Espagne* is reached from here; this is a simple bridge of pine-logs thrown across the torrent, which is here confined within a narrow chasm not more than ten yards wide, just above which the Gaves de Gaube and Marcadau make their junction, and form at its entrance several picturesque falls, but none of any magnitude. Just above the bridge stands an inn, where refreshments (very dear) may be obtained.

Lac de Gaube.—To visit this lake, turn to the left from the *Pont d'Espagne*, and continue along the right bank of the Gave de Gaube for some distance; a path passed on the right leads over the *Pont de Joseph* to a small hut, from the green knoll in front of which a fine view is obtained of a magnificent fall of water, all that is discharged from the *Lac de Gaube* here tumbling from a considerable height.

Returning to the main road the path strikes up the mountain-side, which it ascends by steep zigzags through forests of pine until it reaches the lake. This body of water, surrounded on all sides by stern and lofty mountains, is situated 5866 feet above the level of the sea. It is not more than $2\frac{1}{2}$ miles in circumference, but is said to be from 300 to 400 feet deep. It is fed by the glaciers of the *Vignemale*, one of the highest mountains in France, whose peaks are covered with eternal snow, the waters of which enter the lake over a small fall. Trout abound here, and may be eaten at the restaurant built by the town of Caunterets, which is about the only habitation near. A small marble monument erected on a rock which projects into the lake attracts the attention: this commemorates the melancholy fate of a young Englishman and his wife, called Pattison, who, hardly a month after marriage, were drowned in the lake while attempting to cross in a fisherman's skiff.

The ascent of the *Vignemale* may be made from the lake, which is either crossed in a boat to the Gave at its extremity, or is skirted by a path to the left as far as the waterfall, where the ascent begins, along the banks of the torrent, and continues to follow its course up five successive stages or steps, from each of which the water takes a leap, until the glacier is reached which feeds the Gave. This glacier extends nearly to the top of the mountain, the crest of which is formed of three distinct peaks, the *Pic Longue*, 10,820 feet above the level of the sea, being the fourth highest in the Pyrenees.

From *Caunterets* to *Luz* return by diligence to *Pierrefitte*, whence other diligences start for *Luz* at the arrival of the trains from *Tarbes*. Time from *Pierrefitte* to *Luz*, 1 h. 10 m.; fare, 3 fr. 30 c. Private carriages, 15 fr.

This road leads through a defile of which the scenery is truly magnificent; it is less gloomy than that of *Caunterets*, and abounds throughout in the richest foliage. The road itself is a fine specimen of modern engineering skill, having been cut in many places out of the solid rock, while in others it is built up with masonry over the most fearful abysses. The gorge finally opens out into a small valley, richly carpeted with verdure, and studded here and there with little villages. This valley, triangular in shape, is entered by three narrow gorges at each of its angles: the northern defile is the one to *Pierrefitte* already traversed; a second, on the southwest, is that of *Gavarnie*, leading to *St. Sauveur*; while a third, on the southeast, is that of the *Bastan*, leading to *Barèges*. Between the last two defiles, at the base of the *Pic de Bergons*, lies the village of

Luz.—Hotels, *Hôtel de l'Univers* and *Hôtel des Pyrénées*. Population, 1512. This village, situated on a rapid mountain Gave, contains little of interest except its church, which was founded in the 13th century by the Templars, and surrounded by them with towers and fortifications, which give it a very warlike appearance; notice on the southern side a small doorway, through which alone the *Cagots*, a proscribed race, were allowed to enter the church, and to hear mass in a chapel set apart for them.

On the knoll just back of *Luz* is the

Chapelle Eugénie, founded by the late empress of the French.

St. Sauveur is about one mile from Luz. This village consists of a long, narrow street, containing principally hotels and lodging-houses for the accommodation of strangers who come to take the baths and waters. Hotels, *du France, d s P.ince, and de Paris*.

The mineral spring of St. Sauveur was first discovered by a bishop of Tarbes, Gentien d'Amboise, who built here a chapel, with the following inscription, "*Huuietés aquis de fontibus salvatoris*:" from this the place derives its name. Although somewhat frequented during the first empire, it was not until after the Restoration that St. Sauveur attained its great celebrity, owing to the patronage of the Duchesse de Berri and the Duchesse d'Angoulême. Two marble columns, placed at each end of the village, commemorate the stay of these two princesses.

The finest monument of St. Sauveur, however, is the bridge erected by Napoleon III., called the *Pont Napoléon*, which consists of a single arch thrown across the ravine 216 feet above the Gave, and connecting the village with the route to Gavarnie. The foundation stone was laid by the emperor, and the whole structure was completed in less than two years, at a cost of \$60,000. A column surmounted by a colossal eagle was erected by the municipality at one end of the bridge, as a scavener of the imperial family.

The *Therm s*, or bathing establishment, is a fine building situated in the centre of the village, and containing twenty bathing cabinets and two douches. There is another establishment, *d s la Hontulale*, containing eight cabinets, two douches, and a drinking-fountain.

The waters of St. Sauveur are chiefly efficacious in cases of nervous disorders and female complaints.

An excursion may be made from St. Sauveur through the valley of the Gave de Gavarnie, which contains some of the most striking scenery in the Pyrenees. The road runs along the face of a rocky precipice 300 or 400 feet above the river, and passes the village of Gedre, from the hills near which there is a fine view of the *Tours de Marbré*, with their snowy peaks, and of the *Brèche de Roland*. The latter

is the name given to a gap or notch in the crest of a mountain, cut, according to legend, by the brave Roland with his famous blade, Durandal, to facilitate his pursuit of the Moors. This gap may be reached with a guide from the Cirque of Gavarnie.

From Gedre the road soon reaches the *Chaos*, or *Peyradu*, formed by the fall from above of masses of gneiss, and winds in the midst of these immense rocks, which lie piled about in extreme confusion, some being nearly as big as a house. After passing under the base of the Pimené, a mountain which rises to the left (9384 feet), we reach

Gavarnie, a poor village of 309 inhabitants, which owes its reputation to the Oule, or Cirque, of which it bears the name. It was in former times occupied by the Templars, who had here a commandery. At the time of the destruction of the order, thirteen of them, who had remained here, were massacred, and their skulls are now shown in the village church.

It requires one hour to reach the Cirque from Gavarnie; price of a horse, 3 fr.; a donkey, 2 fr.

This Cirque is a vast circle, excavated in the mountain mass, surrounded on every side by precipices of great height, which leave no opening except one by which the waters escape. It is a configuration quite peculiar to the Pyrenees, forming a termination to several valleys in that chain; that of Gavarnie is certainly the finest; while that at the head of the valley of Héas, called Troumouse, is larger; still another is to be seen in the Val Estaubé. The sides of the precipices vary in height from 3000 to 4000 feet, and are divided into three unequal stages or stories of perpendicular walls; each of these stories has steps looking as though cut in the rock, some of which are precise and well marked, while others are almost invisible below, and present rather the appearance of a shade. The cirque is 10,900 feet in circumference, along the sides of which innumerable streamlets fall, fed by the snow and glaciers which crown the summit of the precipices; one of these, reported to be the highest cascade in Europe, falls from a height of 1380 feet, only twice broken in its descent by rocky

ledges. It takes nearly half an hour to reach this fall from the entrance, as the floor of the cirque is strewn with immense masses of rock fallen from the mountains above, while the snow never entirely disappears, and forms bridges of ice, under which the waters of the cascades take their course. At the entrance of the cirque is a small inn, where the horses are put up, and where slight refreshments may be obtained.

The ascent of the *Brèche de Roland* may also be made from Gavarnie. A guide is absolutely indispensable: he may be obtained for 10 francs a day, if several excursions are to be made; but for a single excursion the price is augmented. To go and return, six hours are required. Only those who are very sure-footed should make the attempt, although the excursion is less dangerous than is sometimes supposed.

From Luz to Barèges the road is a continual ascent through the valley of Bastan, past the villages of Esterre, Viella, and Belponey, until

Barèges is reached. Hotels, *de l'Europe and du France*. This town is situated 4085 feet above the sea-level, and contains little to attract any but those in search of health; it consists of a long, narrow street, situated on the left of the Gave de Bastan, and contains about a hundred houses solidly constructed, which are meant to remain throughout the year, and a large number of wooden houses and huts, removed at the approach of winter. This precaution was some years ago absolutely necessary for all those who desired to preserve their belongings, as the avalanches formed during the winter months on the sides of the Labas-Blancs swept down regularly through four ravines into the valley of Bastan, and, crossing the torrent, covered the village in their fearful course, and were only stopped by the mountainsides of the Pic d'Ayré. The most dangerous of these four ravines was that of Midaou, or Capet, the avalanches descending from a height of 3800 feet, at an angle of 35 degrees.

Although these avalanches have not been entirely stopped, they have been checked in their destructive course by means of platforms several yards wide cut in the rock, upon which immense iron

bars, attached by chains, have been placed. Since 1860, when these platforms were constructed, but one avalanche has entered the valley, and that was a slight one, which went no farther than the right bank of the Bastan. The winters here are so very rigorous that the houses are mostly abandoned, a few peasants only remaining, provided with provisions, to keep guard over the property left behind. The proprietors return in the month of May to dig out their houses from the snow, sometimes fifteen feet deep, and to make the necessary repairs for the summer months.

The mineral waters of Barèges are very strong, and the cures effected by them have been something wonderful. They are efficacious in scrofulous affections, rheumatism, and in curing ulcers and gunshot and other wounds; ill-cured or old wounds they cause to reopen and discharge, and then close them in a healthy manner. Owing to this wonderful quality, the French government have constructed a military hospital, consisting of two large barracks, capable of receiving 400 soldiers and 200 officers.

The *Bathing Establishment*, lately reconstructed, contains 21 bathing cabinets, 4 douches, and on the square to the west of the building possesses a large covered piscine. The waters are derived from seven springs, of which the most powerful is that of *Le Tambour*; their principal ingredients are sulphuret of sodium, carbonate, muriate, and sulphate of soda, azotic and sulphureted hydrogen gases, as well as animal matter. The demand for the waters is so great that they are in use day and night, and, as the village can not lodge more than 1200 strangers, many persons are obliged to wait some time at Luz before being able to obtain a room.

Although the existence of these springs was known in the Middle Ages, as is proved by traces of piscines to be seen near the spot called Vieux Barèges, the waters were first brought into notice by Madame de Maintenon in 1676, who brought here, by the advice of the royal physician, her young pupil, the Duc de Maine, natural son of Louis XIV. The effect of the waters was so great that, after a protracted stay, the little cripple was enabled on his return to walk to meet the king.

The *Hospice de Sainte Eugénie* is a large building in the form of a convent, situated on the side of the Pic d'Ayré, which receives from the 15th of June to the 1st of September nuns or priests, who pay a small sum for board; from the 15th of May to the 15th of June, and from September 1st to October 15th, the poor are admitted and lodged for a small amount, payable by their department from sums set apart for that purpose.

There is another bathing establishment near Barèges, that of *Barzun*, which contains eight bathing cabinets, two douches, and a drinking-fountain.

The tariff for the waters and baths of Barèges is as follows:

A single drink, 5 centimes.

An abonnement for drinking, 5 francs.

Baths or douches, according to the hours, 1 fr. 45 c. or 1 fr. 70 c.

Piscine baths, from 5 to 8 A.M., 1 fr. 70 c.; and during the rest of the day, 30 and 60 c.

The principal excursions of Barèges consist in the ascension of the neighboring mountains.

The *Pic du Midi de Bigorre* may be best reached from here. Time, 3 hours; horse, 5 fr.; guide, 5 fr. The road runs for about thirty minutes in the direction of the Tourmalet (crossed to reach Bagnères-de-Bigorre from Barèges, 25 miles), and then crosses the Bastan, and continues by gradual ascents until it reaches the Lac d'Oncet, a beautiful tarn closed in by precipices, which lies at the foot of the peak about 2000 feet below the summit. Just above this is a small inn, the highest habitation in Europe, open from July 1st to October 1st, where accommodation may be had for the night. Provisions may also be obtained, the prices of which, being regulated by a tariff, are very moderate. This building, which was once destroyed by an avalanche, was reconstructed in 1854 by Dr. Costallat. By its side stands a small building constructed as an observatory in 1873. From the summit of the peak, 9439 feet above the level of the sea, the view is most magnificent, extending over the great Pyrenean chain of mountains, comprising to the south the snow-covered Vignemale, the Brèche de Roland, Tours de Marboré, Cylindre, and Mont Perdu, and, in the midst of a multitude of

peaks, to the east the stern and lofty Maladetta; to the north the eye ranges over the plains watered by the Adour and Garonne, dotted with numerous towns and villages. The descent of the mountain may be made by another road through the Hourquette de Cinq Ours and the ravine of the Arize, until it reaches in the valley of Tramesaignes the road which runs to Bagnères-de-Bigorre.

Diligences run during the summer season from Barèges to Lourdes, corresponding with the railways to Pau, Toulouse, and Bagnères.

The fine silk tissue bearing the name of this town (*crêpe de Barèges*) is not made here, but at Luz and Bagnères.

Returning once more to our main route from Lourdes to Pau (time, 1 hour; fare, 4 fr. 85 c.), we pass

Saint Pé, a village of 2636 inhabitants, called in ancient times *Geyres*, until in 1032 a monastery was constructed here by Sanche-Guillaume, duke of Gascony, to commemorate his victories over the Norman pirates, which was dedicated to Saint Pé, or Saint Pierre, and in time the town was known by the name of the monastery. During the religious wars of the 16th century most of the church was burned; but some few remains of its former splendor are still standing.

Pau is beautifully situated on the mountain stream of the Gave, and has lately become a most fashionable place of resort for Americans and English. In addition to the beauty of its position, hardly to be surpassed by that of any town in France, its favor as a residence is also greatly owing to the salubrity of its climate. The view obtained from the ridge on which the town stands extends over the chain of the West Pyrenees for a distance of many miles, and somewhat resembles that from the platform of Berne; among the numerous peaks over which the eye ranges, the two most prominent in height and shape are the Pic du Midi de Bigorre to the east, and the Pic du Midi d'Ossau to the west; these are chiefly visible through gaps in a chain of wooded hills, which form a foreground as seen from Pau.

Hotels: *Gassion* and *de France*.

There are two English churches, and one Presbyterian; two good English physicians, viz., J. Bagnall, M.D., and Sir Alexander Taylor.

Pau now contains 27,300 inhabitants, and was formerly the capital of Bearn and Navarre, celebrated for being the birthplace of Henri Quatre, the "good king," who won the decisive battle of Ivry:

"Hurrah! hurrah! another field hath turned the chance of war;

Hurrah! hurrah! for Ivry and Henri of Navarre."

The principal square contains a bronze efigy of the king. The principal object of interest in the town is the ancient castle in which Henri was born. It is said that his grandfather, Henry d'Albret, requested his daughter, at the time of her confinement, to sing, that the offspring might neither be a crying nor a sulky child, and that she had the courage to accomplish his desires. In the castle are shown his cradle and bed. His cradle, which was a large tortoise-shell, was removed during the Revolution, and another substituted, which the Revolutionists broke to pieces, thinking it a symbol of royalty.

The *Castle* is open to the public every day, except Monday, from 10 to 12 and from 2 to 4. This building was founded by Gaston-Phœbus, Comte de Foix, in 1363, and stands on a sort of promontory, with water flowing around it on three sides, and on the fourth a deep moat, which has since been transformed into a fine avenue of trees. It is connected with the town and park by three bridges, of which the principal, constructed by order of Louis XV., crosses the moat, and forms the grand entrance. The castle is flanked by six square towers, the oldest being that of Gaston-Phœbus, to the left of the entrance, which is built entirely of tiles, and furnished with loop-holes; it is 110 feet in height, with walls nearly 9 feet deep. The *Tour de Montauzet*, or *Monte-Oiseau*, rises to a height of 80 feet, and derives its name from the former mode of entrance employed, there being at one time no doorway but one placed at 40 feet from the ground, reached by means of ladders, which were drawn up as soon as used. Within its walls were situated the oubliettes. The restoration of the interior of this castle was undertaken by Louis Philippe, while the

works on the exterior were executed during the reign of Napoleon III. In the *salle à manger*, on the ground floor, the walls are decorated with beautiful tapestry, made in Flanders by order of Francis I.; here also is a marble statue of Henri IV. In the *Chambre à Coucher du Roi* is a bed carved with medallion heads of the kings of France, and said to have been that occupied by Henri IV. The bed of Jeanne d'Albret, in the room of that queen, was at one time in the possession of Marshal Soult, who presented it to the castle. The cradle of King Henry has been already mentioned.

Bernadotte, late king of Sweden, was born in Pau. He was the son of a saddler, and left here as a drummer-boy. He sent, while King of Sweden, some fine specimens of Swedish porphyry, which now decorate the chambers of the castle. Bernadotte abandoned the Catholic religion to procure the throne of Sweden, and Henri abandoned the Protestant to procure the throne of France.

The rates at the different hotels in Pau are almost as high as those of Paris; but still it is very desirable as a residence, owing to its clean and airy appearance, and abounding as it does in all the conveniences and luxuries of life. Many English and American families reside here during the season, and one of our countrymen keeps a pack of hounds. The town contains a picture-gallery, public library, school of design, numerous manufactories, and carries on a considerable trade in hams and wines. Pau is the birthplace of Orthes, who, when governor of Bayonne, refused to execute the order of Charles IX. for the massacre of St. Bartholomew.

The *Casino* belonging to the *Hôtel Gassion* contains ball, concert, and reading rooms; subscription, 30 fr. a month for one person. There is also a subscription pack of hounds kept up in Pau, with hunting three times a week during the season.

There are two theatres, three clubs, carriages and horses to be obtained at reasonable fares—in fact, every thing to make the town attractive during a lengthy stay.

Railways.—From *Pau to Paris*, via Bordeaux. Time, 16 h. 55 m.; fare, 100 fr. 70 c.

From *Pau to Tarbes*. Time, 1 h. 34 m.; fare, 7 fr. 25 c.

From *Pau to Bordeaux*. Time, 5 hours; fare, 28 fr. 65 c.

From *Pau to Bayonne*. Time, 2 h. 2 m.; fare, 13 fr. 5 c.

From *Pau to Toulouse*. Time, 5 h. 44 m.; fare, 26 fr. 60 c.

The diligences of the Cie. de l'Union and of the Grand Hôtel Gassion, corresponding with the French and Spanish railways, make the journey from *Huesca* to *Pau*, and vice versa, in 24 hours; the service is performed daily, the carriages being very comfortable.

Departure from *Pau* at 2 P.M., after the arrival of the trains from *Toulouse* and *Bordeaux*; arrival at *Huesca* the next day in time to take the express train to *Madrid*, which city is reached the day following at 8 A.M.

From *Huesca* to *Pau* the diligences leave the former place a little after noon, reaching *Jaca* at 9 P.M., where an hour's rest is given for dinner; departure at 10 P.M., in order to correspond with the three trains to *Bayonne*, *Bordeaux*, and *Paris*, leaving at 12 h. 23 m., 1 h. 55 m., and 6 h. 20 m. in the afternoon.

There is no change of carriages during this trip; the same companies (de l'Union and Hôtel Gassion) have also diligences running to the baths of *Panticosa*, and to the *Eaux-Bonnes* and *Eaux-Chaudes*.

Bureau.—*Mairi* l, L. Raminéz, Alcalá 12; *Saragossa*, Fernando Rubira, Plaza de la Constitucion; *Huesca*, Buisseaux, Porticos de la Deputacion; *Jaca*, Fonda Vincente Callizo; *Canfranc*, Juan Ribas; *Urdos-Oloron*, Hôtel Lonstalot; *Pau*, Grand Hôtel Gassion.

Rides around Pau in Carriages or on Horseback on the Hills of Jurançon.

1st. The ride to *Guiraudet* or *Perpignan*, during which on a fine day the whole chain of the *Pyrenees* may be seen. The road crosses the plain and the village of *Jurançon*, and returns to *Guiraudet* in another direction. Price 12 fr.; time about 2 hours.

2d. Ride to *Piéstat*. To go and return takes about 4 hours. One of the finest rides in the environs of *Pau*. Price 20 fr.

3d. Ride from *Pau* to *Betharan*. To go and return, 5 hours; price 20 fr.

There are also several other pleasant rides.

1st. On the road to *Bordeaux* as far as the *Hippodrome*. $3\frac{1}{2}$ miles.

2d. The road to *Bayonne* as far as the village of *Lescar*, where an old church is to be seen, returning by the road to *L'Arroin* and crossing the iron bridge. $2\frac{1}{2}$ hours; price from 10 to 12 fr.

3d. The route to *Tarbes*, returning by the route to *Trespoly* and the boulevards. Time, $1\frac{1}{2}$ hours; price, 5 fr.

4th. By the route to *Eaux-Bonnes* to the village of *Gan*, one of the favorite rides of the invalids. $4\frac{3}{4}$ miles.

5th. The road to *Nay*.

The hills of *Jurançon* are crossed by many newly made roads, where the traveler may every day vary his ride.

Trains leave *Pau* daily for *Toulouse*, *Oloron*, *Bayonne*, and fine excursions may be made to *Eaux-Bonnes* and *Eaux-Chaudes*, and to the famous *Pic du Midi*, one of the highest summits of this lovely mountain region. The excursion to *Eaux-Bonnes* will cost about \$9 if by private conveyance, and occupy two days' time. From *Eaux-Bonnes* to the Spanish watering-place of *Panticosa* will occupy another day. The atmosphere here is much brighter and clearer than in the Alps.

From *Pau to the Eaux-Bonnes*. Diligences every Thursday; time, 4 h. 30 m.; fare, 8 fr. 50 c.; 7 fr. 50 c.; and 6 fr. 60 c. Private carriages, 25 or 30 fr.

Crossing the Gave de *Pau* and the village of *Jurançon* on the right, we reach

Gan, a village of 2889 inhabitants, which was one of the three fortified places of the *Bearn*, and the birthplace of its historian, *Pierre Marca*, archbishop of *Paris*. Of the ancient fortifications nothing but a massive gateway now remains. Continuing along the banks of the *Nééz*, and passing

Réb-nac (949 inhabitants), near which stands the *Château de Bitaubé*, belonging formerly to the family of that name, who were forced to exile themselves by the revocation of the *Edict of Nantes*, we reach the

Oueil de Nééz, or source of the river of that name, whose waters here burst forth from a subterranean stream, which supplies most of the fountains of *Pau* with water.

From here the road makes a steep ascent along the side of a hill, the summit of which is crowned by the village of *Sevignac*, which contains a sulphureous and a

ferruginous spring, both but little used. The view from here is most magnificent. The road now descends, and, crossing the Gave d'Ossau, reaches Louvie.

Juzon.—Here a road turns off to Oloron. The diligence stops in front of the *Hôtel de Pyrénées*, where a table-d'hôte dinner is supplied for 3 fr.

From this village the road enters the *Valée d'Ossau*, or Valley of the Bear, which is one of the most picturesque in the Pyrenees, owing not only to its beauties, but to the peculiar costumes of its inhabitants. It is traversed its entire length of ten miles by the Gave of the same name, along whose borders or on the sides of its heights seventeen villages stand. The entire population of the valley is about 6500, chiefly employed in raising sheep and cattle, amounting to about 60,000. The costume of the women of the valley is very picturesque: their heads are covered by a scarlet hood, or capulet of cloth, lined with silk of the same color, which rests upon a small round cap of muslin or linen, which covers the hair, but from which long tresses are allowed to fall behind; the bodice is generally black, with a scarlet front in silk or velvet; they wear two black woolen skirts falling just below the knees, the upper of which, bordered with a wide blue ribbon, is caught up and fastened at the waist behind. The stockings are white, made without feet, and partly cover the top of the shoe. The young men wear a scarlet jacket, with a white vest and plaited shirt, knee-breeches of brown woolen stuff, with colored silk sash and garters, and stockings similar to those of the women; the old men replace the scarlet jacket by a brown one.

A mile beyond Louvie the road passes the ruined *Castel Geloz*, which crowns the summit of a hill on the right bank of the Gave. This was formerly the stronghold of the counts of this valley, of which it commanded the entrance.

Not far distant is the village of *Bielle*, the ancient capital of Ossau, whose existence dates from the time of the Roman dominion. The church, in the Gothic style, is constructed out of the remains of a Roman monument, and contains numerous interesting sculptures. Above Bielle are numerous *cromlechs*, or circles of stones, divided into three groups.

We next pass the village of *Louvie-Soubiron*, situated at the base of the mountain of the same name, in which there are extensive slate-quarries, as well as one of fine white marble, from whose products the statues which decorate the *Place de la Concorde* and those in the interior of the *Madeleine* were formed. This quarry has since been abandoned.

Laruns is a commune of 2279 inhabitants, possessing a large amount of territory, mostly consisting of forests, which extend as far as the Spanish frontier. The fêtes of this town, which take place about the 15th of August, are very interesting to foreigners, being a fine opportunity of seeing the costumes and manners of the country. After crossing the *Arrieuzé* and the *Gave d'Ossau* the road divides, that on the right leading to the *Eaux-Chaudes*, and that on the left to the *Eaux-Bonnes*. During the season omnibuses run several times a day between the two places. Taking the road to the left we reach

Eaux-Bonnes, two miles distant from *Laruns*. This village is situated at the entrance of a narrow gorge, at the junction of the *Lourde* with the *Valentin*. It consists of a long street, which mounts, by a pretty steep ascent, to the bathing establishment, and of several modern streets recently constructed. The village lies in the heart of the mountains, with precipices rising on all sides just back of the houses, to make room for which the rock has been many times blasted. Hotel, *Grand Hôtel des Princes*, good and well-managed.

The *Eaux-Bonnes* owes its immense prosperity to its mineral springs, seven in number, of warm sulphureous water, of which the highest temperature is 91° Fahr. They issue from the base of the *Butte du Trésor*, and are conveyed through pipes to

The *Thermes*, or bathing establishment. This building, recently reconstructed, has a small theatre in the western wing. The waters are chiefly efficacious in affections of the lungs, and in the early stages of consumption; but great caution is required in their use, it being the custom to begin by taking but a tablespoonful and a half; the cold spring only is used for drinking purposes.

Physicians: Dr. Pidoux, Dr. Manes, Dr. Tarrat, and Dr. Cazenave.

To the right of the bathing establishment is a new church, with some good copies from the old masters. The Protestant church stands at the foot of the Butte du Trésor.

Another bathing establishment, called that of *Ortech*, stands on the banks of the Valentin, and contains eight baths and a drinking-fountain.

There are several pleasant promenades in and around Eaux-Bonnes: the *Promenade Horizontale*, laid out on a level and shaded with trees; the *Promenade de l'Impératrice*, leading to the waterfalls; the *Promenade Eynard*, made by M. Eynard, of Geneva, etc.

The excursions are varied and delightful, either to be made on foot, on horseback, or in carriages. Horses to be hired from 5 fr. to 6 fr. a day; carriages, 10½ fr. half a day, 20 fr. a whole day.

The waterfalls of Eaux-Bonnes, formed by the Gave du Valentin, and bearing the names of Cascade de Discoo, Cascade des Eaux-Bonnes, Cascade du Gros Hêtre, and Cascade de Laressec, are among the sights to be seen.

More distant excursions may be made to the lakes d'Anglas and Uzious, for which a whole day is necessary; a guide and provisions had better be taken. Those fond of ascensions may mount to the summit of the Pic de Ger, more easily reached than that of the Pic du Midi, and commanding a superb panorama. Time, 8 or 10 hours to go and return; guide, 20 fr.

Les Eaux-Chaudes, reached in an hour's drive from the Eaux-Bonnes (omnibuses several times a day). Hotels, *Hôtel Baudot* and *Hôtel de France*.

This village, lying 2215 feet above the level of the sea, is situated on the Gave d'Ossau, in the midst of a gorge so narrow that there is hardly space for houses on the two sides of the street of which the village consists. The season lasts here from July 1st to September 1st, during which time the temperature is most moderate, rarely exceeding 70° Fahr.

The Eaux-Chaudes were known during the time of the Romans, but first became celebrated under the kings of Navarre. Henry IV. made some stay here, accompanied by Mademoiselle de Fosseuse and Mademoiselle de Rebour.

The mineral springs are sulphureous, seven in number, of which the hottest does

not exceed 95° Fahr. They are called Le Clot, Le Rey, l'Esqurette, S. Baudot, S. Larressecq, and S. Minvielle; the last named being cold.

The *Établissement des Bains* is a fine building, containing thirty baths, drinking-fountains, and a piscine; also billiard and reading rooms, and a café. It stands on the right bank of the Gave, and, having been completely restored in 1870, is as well-disposed as any in the Pyrenees. In the large hall, called the Salle des Pas Perdus, visitors promenade while drinking the waters of the three sources used in the establishment—the Clot, Rey, and Esqurette.

There are many pleasant excursions in the neighborhood of the Eaux-Chaudes; one of these is to *Goust*, a village existing for centuries, and composed of about twelve houses with 70 inhabitants, more or less cousins, who form a species of small republic. It is situated 4000 feet above the level of the sea, and is reached by a bridle-path in thirty minutes.

Another favorite excursion is to the *Grotte des Eaux-Chaudes*, reached by a bridle-path in one hour (continual ascent). For permit to visit the grotto, light, etc., 1 fr. 50 c. a person; guide, 2 fr. This grotto, situated more than 3000 feet above the level of the sea, is traversed by a rapid torrent, which falls from a fissure in the rocks, forming a very fine cascade; this is lighted up for the benefit of visitors.

The drive to *Gabas* and *Bious Artigues* (8 miles) through the valley of Ossau is one of the most interesting in the Pyrenees. *Gabas*, 3657 feet above the level of the sea, is a poor village, containing the French custom-house. Turning to the right from here the plateau of Bious Artigues is reached in 1½ hours, whence a fine view is obtained of the Pic du Midi d'Ossau and the surrounding country.

Other excursions may be made to the *Lacs d'Artouste* and *d'Aule*, or to the Val de Bitet and Col d'Izeve.

Continuing on our main route from Pau to Bayonne, the only town of importance passed is

Orthez, containing 6526 inhabitants. *Hôtel la Belle Hôtesse*. Here the only objects of interest are a modern bridge, consisting of a single arch; another of the Middle Ages, of Gothic architecture, with four

pointed arches, surmounted by a tower restored in 1873; and the

Tour de Moncade, the only remaining portion of the castle of Orthez. It consists of three stories, and stands upon a plateau surrounded by deep ravines, and only accessible on the eastern side. The ancient castle was built by Gaston VII. in the 13th century, and was long a residence of the princes of Bearn. It was visited in 1388 by Froissart, during the reign of Gaston-Phœbus, and the historian gives glowing accounts of the fêtes held here. It was also, however, the scene of many crimes, especially during the reign of the last-named prince, who here stabbed his brother or cousin, the governor of Lourdes (see Lourdes), and threw him into a dungeon to die; his son also was imprisoned, and allowed to die of hunger, having been unjustly accused of wishing to poison his father. Here also Blanche de Navarre died, poisoned by her sister and brother-in-law.

There are some manufactures at Orthez, but the staple exportation is hams.

Bayonne, see Route No. 117.

ROUTE No. 120.

Paris to Orleans, Agen, and Tarbes, via Châteauroux, Limoges, Périgueux, Lectoure, and Auch, by rail. Time, 21 hours; fare, 98 fr. 40 c.

The mail route to Toulouse branches off at Nexon Junction. Time from Paris, 15 h. 55 m.; fare, 89 fr. 10 c. (Route 118.)

From Paris to Orleans, see Route No. 115.

After leaving Orleans we pass the station of *La Ferté St. Aubin*, near which stands a château once belonging to the Danish General Lowendahl—who was made Marshal of France for his share in the taking of Bergen-op-Zoom—and afterward the property of Prince d'Esslingen, the son of Maréchal Massena.

Vierzon.—This is a town of 8225 inhabitants, through which the Canal de Berry passes. There are no buildings to interest

the traveler, but the town contains large pottery and hardware works; while just outside are numerous furnaces, in which the iron of Berry is manufactured, and then brought here to be exported.

From Vierzon a branch line of railway runs to Bourges, Nevers, Moulins, and Vichy, while another strikes off to the west to Tours, Angers, and Nantes.

Bourges is a city of 31,327 inhabitants. Principal hotel, *Hôtel de France*. On the most prominent part of the city is situated the *Cathedral of St. Etienne*, larger than that of Notre Dame at Paris, and considered one of the finest structures in Europe. The sculpture contained therein is particularly rich and original, the representation of the Last Judgment being admirably executed: Christ seated in the centre amid archangels, with the Virgin and St. John kneeling on either side; to the right the Gate of Paradise, to which the good are being led by St. Peter; and on the left the fiery caldron wherein the wicked are plunged, and the flames of which are being increased by the use of the bellows in the hands of the various imps. The subject certainly bears a striking contrast to that of "heavenly guardians" on the other side. The name of the sculptor, undoubtedly an eminent one, judging from his remarkable execution, is not known. The architect has unfortunately shared the same fate. There are smaller specimens of art, which, however, merit examination, such as the Death of the Virgin, etc. From the celebrated tower you have a fine view of the city, and the staircase by which you ascend is particularly beautiful. The numerous specimens of painted glass exhibited in the windows of the chapels and choir, from its quality and most excellent state of preservation, form one of the most attractive features of the building, particularly that contained in the chapel erected by Jacques Cœur and the archbishop, his son. Many of these specimens of art were executed as far back as the 13th century. The Ascension of the Virgin is very beautiful, and among the most modern specimens. The baptism of Louis XI. took place in the Cathedral, services being performed by the 89th archbishop, Huri d'Avanjour. Among other works of art is the statue of the Virgin and the monument of Jean le Magnifique. Built in the Ital-

ian style, we find the *Archévêché*, where Don Carlos of Spain was imprisoned. It is a fine structure, and adjoins the cathedral. The gardens attached contain an abundance of limes. Not far distant we find the Grand Séminaire, as formerly called; now, however, it is known as the *Caserne d'Artillerie*.

Bourges in ancient times was considered a strong, fine city, until it was taken and nearly all its inhabitants massacred by Cæsar. It was well protected by numerous towers, few of which, however, are now remaining. Two of these deserve particular mention, being specimens of Roman masonry—consequently, interesting mementoes. This city, believed by some to be the ancient Avaricum, is situated in the centre of France. It was the birthplace of Louis XI., also of the celebrated French pulpit orator Bourdaloue. The *Museum* contains some portraits worthy of notice, among which are those of Marie Antoinette and Louis XVI. The *Hôtel de Ville* is the building of most importance and interest after the cathedral. It was the former residence of Jacques Cœur. He was minister of finance to Charles VII., an extensive capitalist, and celebrated jeweler and merchant; after being a good and faithful servant to his master, he was sentenced by him to perpetual banishment. No cause has ever been assigned for this severe condemnation. The style of the building is Gothic, rich and magnificent, but not unnecessarily embellished. The walls and windows are all ornamented in a different manner, and yet all blend harmoniously together. The walls alone were immensely expensive. The entrance is very elegant, on each side of which are figures supposed to represent the servants of Jacques Cœur, faithful to the last in their wish to preserve him from the approaching danger by being on the constant look-out for the officers of justice. His motto, carved in characters of stone purely Gothic, is most admirably executed. The chapel is of considerable importance, especially the upper portion, owing to the elaborate and artistic representations of Italian fresco-painting upon the roof; the subject being the figures of the angelic host, with the Gloria in Excelsis, etc., inscribed upon their skulls. In this palace resided the young Condé, to whose use it

was appropriated during his studious career at the Jesuits' College. Not far from the Hôtel de Ville was the residence of Cujas, professor of the university, called the *Caserne de Gendarmerie*. The exterior decorations are very elegant. It was erected in a substantial manner of brick in the latter part of the 16th century. The convent of the *Sœurs Bleues*, in the Rue des Vieilles Prisons, exhibits some very elaborate specimens of architecture. Visit the *Little Oratory*, with its singular roof composed of thin stone slabs, ingeniously divided, and separating many peculiar devices and particular letters, which are finely carved, but rather ambiguous in their meaning.

Returning to Vierzon, and continuing on our main route, we reach

Châteauroux.—*Hôtel Ste. Catherine* and *Hôtel de France*. This town contains 18,700 inhabitants. It has an active trade in woolen yarn, in which one fifth of the entire population is engaged. Its principal edifice is the *Castle*, for 22 years the prison of the Princess of Condé, niece of Cardinal Richelieu. It was the last dying request of the great Condé, her husband, to Louis XIV., that she should never be set free. Châteauroux was the birthplace of General Bertrand, who accompanied Napoleon to St. Helena, and whose statue was erected in the town in 1854. The library of the *Hôtel de Ville* contains some relics of Napoleon I.

An excursion may be made from here to *Bourg Dieu*, to visit the ruins of an ancient monastery and church, whose Romanesque tower and spire date from the 12th century.

Argenton, situated on the Creuse, has 5283 inhabitants. Woolen and paper manufactories line the river-side. A few fragments alone remain of a once powerful castle, flanked by ten large towers, which once stood here, but which was dismantled and destroyed by Louis XIII. and Louis XIV. During the construction of the railway some remains of Roman baths were discovered.

Limoges contains a population of more than 55,000 persons. Principal hotel, *H. Boule d'Or*. It is situated on the east bank of the Vienne, 110 miles from Bordeaux. It contains few objects of interest to the traveler. It was once strongly fortified,

but was besieged and taken by the Black Prince in 1370. The upper or modern town contains an unfinished cathedral, a church with an elegant steeple, a bishop's palace, theatre, exchange, mint, and cavalry barracks, hospitals, and public baths. Among its antiquities are the remains of an amphitheatre and fountain. It is celebrated for its breed of horses, which are much sought after for the French cavalry, and contains manufactures of glass, porcelain, broadcloths, hats, paper, and cards, with tanneries, dye-houses, and brandy distilleries. It was the birthplace of Vergniaud, one of the leaders of the Girondists, who was beheaded by Robespierre; also of Marshal Jourdan, and Nouaillier, master of the art of enameling. This art seems to have flourished at Limoges as early as the 12th century, and some remarkable specimens may be seen at the museum in the Ancien Palais de Justice.

A railway was opened December 20, 1875, from Limoges to Brive, through districts which have been hitherto without railway communication, and by means of which the distance from Paris to Toulouse and other large towns in that portion of France has been considerably shortened.

From Limoges to Périgueux the railway passes through a hilly country, leaving a little to the west of the line, seven miles from *Bussière Galand*, the town of Chalus (2237 inhabitants), before whose walls Richard Cœur de Lion received his death wound. This was caused by an arrow sped from the bow of Bertrand de Gourdon, a youth who, when brought before the king after the capture of the place, avowed that he had taken his aim to avenge the loss of his father and brothers, slain by Richard. His life was spared by the king, but after Richard's death he was flayed alive by his devoted soldiers.

Périgueux, the chief town in the Département de la Dordogne, is situated on the right bank of the river Isle, and contains 21,900 inhabitants. Hotels, *de France* and *du Périgord*. This town is active and industrious, and contains several objects interesting to strangers. Chief among these is the *Tour de Vésene*, of Roman construction, a circular tower, whose walls, six feet in thickness, rise to a height of 100 feet. It is hooped at intervals with bands of brick, and has no doors. It is believed

to have served as a tomb while the town was under the dominion of the Romans, who called it *Vesuna*. Under this name it is mentioned by Caesar as the capital of the *Petrocorii*. Other Roman remains, such as an *amphitheatre*, an *arch*, etc., are to be seen in the neighborhood, while the ruined *Château de la Barrière* was erected in the 16th century on Roman foundations and with Roman materials.

The *Cathedral of St. Front* is Byzantine in its character, and bears some resemblance to St. Mark's, at Venice. It was originally an abbey church, begun in 984, and finished in 1047, at which time it was consecrated. The first use in France of the pointed arch is said to have been made here. The church of *St. Etienne*, having been partly destroyed by the Huguenots in 1577, was rebuilt in 1615; but the western bay, which remained uninjured, is about the same age as the cathedral.

A statue of Marshal Bugeaud, by Dumon, occupies the centre of the Place du Triangle, while those of Michel de Montaigne, the celebrated essayist, and Fénelon, are to be seen in other parts of the town, of which they were both natives.

Twenty-four miles from Périgueux the train stops at Les Eyzies, a small village, situated near the confluence of the Benne with the Vézère. The right bank of the river is here lined with cliffs whose sides are pierced with many caverns, in which bones of animals no longer inhabiting the country, and implements of an early race of men, such as horns of reindeer rudely carved, have been discovered. The *Cave of Miremont*, at some little distance from the village, should not be entered without a guide; it stretches nearly one mile in a direct line, and with its ramifications covers nearly $2\frac{1}{2}$ miles.

At *Monsempron Lib s* a branch line strikes off to

Cahors.—Population, 14,600. *Hôtel des Ambassadeurs*. This town, which existed during the time of the Romans under the name of *Dirona Cadurcorum*, is situated on and around an elevation rising on the bank of the River Lot, which is here crossed by a curious bridge of the 14th and 15th centuries. Three gate-towers, built upon it, served to defend the approach to the town.

The *Cathedral* is the principal building, erected in a style similar to that of the one

at Périgueux toward the end of the 11th century. It has since undergone numerous alterations. In addition to the Prefecture, formerly the bishop's palace, the town contains the remains of a Roman amphitheatre and conduit.

The castle of Jacques d'Enze, a native of Cahors, afterward Pope Jean XXII., stands near the entrance to the town. Gambetta, a member of the revolutionary government of September 4, and the great subsequent leader of the Radicals in France, was also born here.

Agen. See Route No. 118.

The distance from Agen to Tarbes is traversed in 5 h. 37 m.; fare, 18 fr. 25 c.

Lectoure, with a population of 6090, is situated on the summit of a hill, and, with the exception of a few Roman relics, contains little of interest. Notice on the Promenade du Bastion a statue of the Maréchal Lannes, born here in 1769.

Auch, situated on the sides and summit of a hill overlooking the Gers, is the chief town of its department. Population, 13,090.

Hôtel de France. The *Cathedral*, standing in a position to be seen from all parts of the town, was begun during the reign of Charles VIII., and finished under Louis XIV. The carved woodwork of the stalls, 113 in number, is very remarkable, while the painted glass, unusually rich in color, is also worthy of notice. The *Cours d'Eligny*, in the upper town, reached from the lower by long flights of steps, commands a magnificent view of the Pyrenean chain.

Mirande, containing 4000 inhabitants, is the only remaining town of any size between here and Tarbes, with nothing of interest but the ruins of an ancient castle.

Tarbes. See Route No. 119.

ROUTE No. 121.

Narbonne to Nîmes, via Béziers, Cette, and Montpellier, by rail. Time, 4 h. 13 m.; fare, 17 fr. 35 c.

Narbonne to Cette. Time, 1 h. 25 m.; fare, 8 fr. 65 c.

Cette to Nîmes. Time, 1 h. 42 m.; fare, 9 fr. 60 c.

Cette to Tarascon. Time, 2 h. 32 m.; fare, 12 fr. 90 c.

Béziers is a beautifully situated town, remarkable for the salubrity of its climate. It contains a population of 18,000 inhabit-

ants. Principal hotels, *du Nord* and *des Postes*. It has a fine Gothic church, which is situated on a commanding eminence, surrounded by battlements, resembling a fortress more than a church. This town was the scene of the barbarous massacre of the Albigenses in 1209. An army of Crusaders, under instructions from the pope, Innocent III., entered the city for the purpose of destroying the heretics: they were led on by the Bishop of Béziers. In the confusion of the assault, when it was found impossible to distinguish the heretics from the orthodox, the bishop gave orders to slay them all, for the Lord could pick out the chosen. The number massacred was immense; by some historians it is put down at 60,000, by some at 40,000. The bishop, in his statement to Pope Innocent, acknowledges that 20,000 were thus butchered. Béziers possesses an aqueduct of Roman origin, also an amphitheatre, a public library, tribunal of commerce, agricultural society, and manufactures of silk, hosiery, and dimity; parchment, gloves, verdigris, and confectionery. It is the centre of considerable trade, and its brandy distilleries are very extensive. Riquet, the engineer of the Canal du Midi, was born here: there is a statue of him in bronze on the principal promenade.

Agde is the only station of importance passed between Béziers and Cette; it is a seaport town, situated on the Hérault, here crossed by a suspension bridge, and is called the *Ville Noire*, from the color of the stone of which the town is mostly built. Population, 9856. The *Cathedral*, with a handsome cloister attached, dates from the 11th and 12th centuries. Agde is built on a lava current, which flowed from the *Pic de St. Loup*, a volcano with five cones, now extinct, which rises between the town and sea, and whose sides are now overgrown with vines and dotted here and there with villas.

Cette is a seaport and fortified town of the first class; it contains 24,189 inhabitants. Principal hotel, *des Bains*. The town is entered by an elevated causeway, built upon arches: its piers and docks are the works of Riquet, engineer of the Canal du Midi. Its principal edifices are the church of St. Louis, library, and public baths. Its harbor is spacious and secure, from 18 to 20 feet in depth, formed by two

piers, with a breakwater in front, defended by two forts, one on either pier. A broad and deep canal, bordered by quays and warehouses, connects the port with the Lagoon of Thau, and, accordingly, with the Canal du Midi, and canals leading to the Rhone, by which means Cette has an extensive traffic with the interior. Imports comprise Benicarlo wines from Spain, for mixing with French wines for the English and American markets. It has a large establishment where are manufactured sulphate of soda, magnesia, and potash, from sea-water; exports consist of 40,000 tuns of wine and 4000 of brandy annually, with almonds, Montpellier verdigris, sirups, liqueurs, soaps, and perfumery. It is the entrepôt of an extensive coasting trade, and possesses much foreign commerce. It has ship-building yards, and an active oyster and anchovy trade. Steamers run daily to Marseilles in about ten hours.

Montpellier is finely situated on the slope of a hill commanding extensive views. It contains a population of 56,000 inhabitants. Principal hotel, *Hôtel Nevet*, a fine house, well managed. This city was taken from the Calvinists in 1622 by Louis XIII.; it formerly attracted many strangers, especially English, by its economical and literary advantages, and was considered a very desirable situation for invalids. Its chief ornaments are the gate and splendid promenade of Peyrou, which is reached by a flight of steps and surrounded by balustrades; at its extremity is situated a beautiful fountain, which distributes its waters throughout the town. In the centre of the Peyrou is an equestrian statue of Louis XIV., the whole being shaded by splendid trees; it is considered one of the finest promenades in the north of France. Montpellier contains a university, a tribunal of commerce, a school of engineers, a seminary with schools of medicine and pharmacy, a national college, normal school, museums of painting and sculpture. There are also two libraries of over 40,000 volumes, a botanical garden, and manufactories of blankets, cottons, muslins, paperhangings, corks, and surgical instruments. The *Musée Fabre* was founded by Fabre, from whom it takes its name; he was a great friend of Alfieri, the Florentine poet and author, and of his wife, the Countess of Albany; here there is a portrait of Lo-

renzo de' Medici, and the head of a young man, both by *Raphael*, with many other fine paintings, both by ancient and modern masters. A branch line of railway runs to *Palavas*, on the sea-shore, 7 miles.

On the road from Montpellier to Nimes we pass through

Lunel, whence a branch line runs to *St. Gilles* and *Arles*, 27 miles. Lunel is a town of some 7000 inhabitants, chiefly noted for its sweet wine and brandy grown in the neighborhood, and which form its chief articles of commerce.

Nimes, the Nemausus of the Romans (improperly called Nismes), contains nearly 61,000 inhabitants. It has a Gothic cathedral, an old citadel, and a fine promenade; this last is lined with beautiful buildings and planted with lofty trees. Its principal object of curiosity, however, is its *Roman amphitheatre*, which is fully as perfect as the Coliseum at Rome. It was considered capable of comfortably seating 20,000 persons; its greatest diameter is 437 feet, its lesser 332. It is divided into two stories, each with 60 arcades, 72 feet in height. A corridor running within the arches surrounds the building on the lower story, while one of smaller size encircles the upper story; this last is roofed with stone slabs from 18 to 20 feet in length, many of them cracked by earthquakes or by fire. The zones of seats, divided into four tiers, destined for spectators of different ranks, were each reached by ten wedge-shaped passages (*cunei*) running from the corridor. The date of the foundation of this building is unknown, as well as the name of its founder; by some it has been attributed to the reigns of Titus and Hadrian, while others ascribe it to Antoninus Pius. It was used as a citadel by the Visigoths, also by the Saracens, who were expelled by Charles Martel. It is now used by the inhabitants as the scene of their bull-fights. The next place of importance is the *Maison-carrée*, a beautiful Corinthian temple, which has been restored, and is now used as a museum, containing some exquisite statuary and some very good pictures; two of the best are, "Nero trying the effect of a poison on a slave which is intended for his brother," and "Cromwell violently opening the coffin of Charles I." In the *Public Garden*

are situated the ruins of a magnificent "Nymphæum," or bath, called the *Temple of Diana*. Back of the source of the *Fountain of the Nymphs*, also to be seen in the public garden, rises a hill, whose summit is crowned by a curious ancient monument or family mausoleum of conical shape, known by the name of *La Tourmagne*. Nimes is a very ancient town, having been subjugated by the Romans 125 years before Christ; it was successively ravaged by the Franks, Vandals, and Normans, in the 14th century, and was ruined by civil and religious wars. It rose from its ashes by the aid of Francis I. But in the 16th century it again suffered on account of its inhabitants having embraced Protestantism. In 1815, on the restoration of the Bourbons, it was the scene of a disgraceful persecution of the Protestants. Nimes contains a modernized cathedral, a bishop's palace, a theatre, national college, seminary, and normal school, also a library containing over 35,000 volumes. It contains manufactories of silk, cotton, and woolen goods, and does a large trade in grain and medicinal plants. There is a very excellent cabinet of antiquities in the possession of M. Pelet, in which are imitations of all the ancient houses of Nimes, made of cork. The *Place de Boucairie* is memorable for being the spot where the leaders of the Camisards were hung, roasted alive, and broken on the wheel.

There are no less than 12,000 French Protestants at Nimes, who have two churches or *temples*. The *Grand Temple* stands near the *Poste d'Auguste*.

Nimes to Tarascon, in 41 min.; fare, 3 fr. 30 c.;—to *Avignon*, in 1 h. 11 m.; fare, 6 fr. 15 c.

Nimes to Montpellier. Time, 55 min.; fare, 6 fr. 15 c.

Nimes to Marseilles. Time, 3 h. 33 m.; fare, 15 fr. 50 c.

Nimes to Paris. Time, 17 h. 33 m.; fare, 89 fr. 35 c. (*Via Tarascon*.)

A delightful excursion may be made from Nimes to the

Pont du Gard, situated about 11 miles from that city, on the diligence-road to *Avignon*. This interesting and stupendous structure dates back to some twenty years before Christ. It is supposed to be part of the aqueduct erected by Agrippa, son-in-law of Augustus, for the purpose of conveying water from Uzez

to Nimes. It is built in the Tuscan order, and is composed of three separate bridges or rows of arches, one above the other, the River Gardon flowing under the lowest, which is 530 feet long and 65 feet high; the next is 846 feet long and 24 feet high; the upper tier is 870 feet long and 25 feet high; the whole structure being 188 feet high, 19½ feet wide at the base, and 4½ feet at the top. The lowest bridge has 6 arches, the next 11, and the uppermost 36. The watercourse at the top, through which you can now walk, is 4 feet wide by 4½ deep. The stones of which it is constructed are of immense size, and devoid of all ornament. The wildness and picturesqueness of the valley over which this stupendous structure stands makes it one of the most desirable curiosities to visit in the south of France. This is confessedly one of the proudest monuments of Roman greatness. It is of the Tuscan order, little ornamented, but of a very picturesque appearance. Having very fortunately escaped destruction during the Middle Ages, it sustained only one serious injury, in 1600, when a portion of the second tier of arches was broken away by the Duke de Rohan in making a passage for his artillery. This has since been repaired at the expense of the states of Languedoc, and it is now difficult to see in what part the injury took place.

ROUTE No. 122.

Paris to Vichy and Nimes, via Fontainebleau, Montargis, Gien, Nevers, Moulins (Vichy and Cusset), Riom (Châtel-Guyon), Clermont (Baths of Bourboule and Royat); or Toulouse, via Murat, Aurillac, Figeac, and Gaillac, by rail. Time to Nimes, 18 h. 47 m.; fare, 89 fr. 35 c. Time to Toulouse, 22 h. 12 m.; fare, 90 fr. 65 c. Time to Vichy, 8 h. 19 m. (night, 7 h. 29 m.); fare, 44 fr. 95 c.

Fontainebleau is described in the excursions in the vicinity of Paris (see Index).

Nemours, a town of about 4000 inhabitants, possesses an old castle of the 12th century, formerly the residence of the Savoy line of the Dukes of Nemours. Five miles east of

Ferrières, the next station, stands the village of Bignon, in one of whose neighboring châteaux (Bigny) Mirabeau was born.

Montargis, a town of 9000 inhabitants, is situated at the junction of the Canal de Briare and that of Orleans, on the borders of an extensive forest. Its castle, of which no vestiges now remain, was the former nursery of the royal children of France. It was occupied at one time by the rebel Prince Condé (1652), who appeared before the town with a small force and summoned it to surrender. On the hesitation of its magistrates, Condé drew out his watch and gave them an hour to decide, threatening to slay the inhabitants in case of refusal. This having produced the intended effect, it was afterwards said that the prince "*avait pris Montargis avec sa montre.*"

The scenery from here increases in beauty as we approach the Loire, on the right bank of which stands

Gen, a town of 6717 inhabitants, and a junction station, whence a line strikes off to Orleans. The town contains little of interest but the remains of an old castle, now used as the *Sous-Préfecture*, which was built by Anne de Beaujeu in 1494.

Briare is a town of 4350 inhabitants, also on the right bank of the Loire, from which Sully's celebrated canal takes its name. This canal, completed in 1642, connects the River Loing at Montargis with the Seine at St. Mammes.

Nevers, a town containing 20,700 inhabitants, is beautifully situated on the right bank of the Loire. Principal hotel, *H. de France*. Its principal buildings are the cathedral of St. Cyr, situated on the top of the hill, and the church of St. Etienne, which dates from the middle of the eleventh century. The building now occupied as the Hôtel de Ville was formerly the palace of the Dukes of Nevers, and the park formerly attached to the palace is now used as a public garden. There are iron and steel manufactories in the vicinity of the town; in its neighborhood are the forges of Fourchambault, the copper-works of Simplot, and the foundry of La Chaussade for cables and anchors for the national marine; also a royal cannon-foundry for the navy. Near it are the mineral waters of Pougues.

Moulines—H. de Paris—situated on the Allier, is a town containing about 20,000 inhabitants; it has two large squares adorned with handsome fountains. The cathe-

dral of Notre Dame is still in an unfinished state. The chapel of the college contains the monument to Henri, Duc de Montmorency, erected by his widow, Maria Orsina: he was executed at Toulouse by order of Cardinal Richelieu for conspiracy. The town owes its name to the great number of water-mills formerly on the Allier. It contains a modern Hôtel de Ville, courthouse, national college, two large hospitals, an old castle, theatre, public library, picture-gallery, and large cavalry barracks. In the suburbs along the river are well-planted walks. There are societies of rural economy, natural history, and fine arts; also manufactories of cutlery, silk, woolen, and cotton, and a large trade is carried on in corn, wine, raw silk, timber, and livestock. Marshal Villars, the opponent of Marlborough, and the Duke of Berwick, natural son of James II. by Marlborough's sister, were both born here. Lord Clarendon, grand chancellor of England, who served under Charles I. and Charles II., passed several years of his exile here: having married a daughter to the Duke of York, his prosperity excited envy; he was convicted of high-treason and banished from England, and while here wrote his history of "The Great Rebellion." Sterne, the author of "Tristram Shandy" and "The Sentimental Journey," made Moulines the scene of the melancholy story of Maria. Some 15 miles from here lie the mineral springs of *Bousson l'Archambault*. The town has a population of 4000 inhabitants.

St. Germain des Fossés is the station at which travelers change cars for Vichy, arriving at that town in 20 minutes; fare, first class from Paris, 40 fr. 90 c. = \$8.

Vichy.—Grand Hôtel des Ambassadeurs. The *Ambassadeurs* is first-class, opposite Casino and music-stand. Terms, per day: 1st fl., 16-20 frs.; 2d fl., 14-17 frs.; 3d fl., 12-13 frs., *vin ordinaire* included. It is customary for guests to breakfast and dine at the table d'hôte.

Vichy is a town of 6000 inhabitants, prettily situated in the valley of the Allier. Two hundred years ago it was resorted to by the people of the vicinity, as well as by many who could afford to come from a

distance. The first inspector was appointed by Henry IV. in 1603. Visitors to Vichy should read the letters of Madame Sévigné: she graphically describes the manners and customs of the visitors to Vichy during her time.

The *Thermal Establishment* of Vichy is very fine.

The springs of Vichy are twelve in number, eight of which are natural and four artificial. The principal are *La Grande Grille*, *Le Puits-Carré*, *Le Puit Chomel Lucas*, *L'Hôpital*, *Les Celestins* (these are all from natural sources), and *Hauterive*, *Mesdames* and *Parc*, artesian. These are all the property of the state. The sources *Lardy* and *Larbaud* are private property.

The principal diseases for which the waters are known to be efficacious are those of the *liver*, *skin*, and *womb*, and in *gout*, *rheumatism*, *indigestion*, *diabetes*, and *catarrh*.

The new Casino of Vichy will repay a visit.

In 1862, a beautiful park, containing twenty-six acres, was laid out along the banks of the Allier; it contains many beautiful promenades; it is protected by a digue $1\frac{1}{2}$ miles long; behind this park may be seen the *Rocher des Celestins*, at the foot of which that spring rises; it takes its name from a convent of that name which formerly stood on its top. Its geological construction is very curious.

The Emperor Napoleon III. has done much toward the advancement of Vichy. Its *digue*, *park*, reservoir of fresh water for the use of the town, a *hôtel de ville*, lighting with gas, in addition to three beautiful chalets built for his own use and at his own expense, are all due to him.

There are numerous pleasant excursions in the vicinity of Vichy, viz., to the *Chateau of Raudan*, distance ten miles: this was formerly the property of Madame Adelaide, the sister of Louis Philippe, who bequeathed it to her nephew, the Duc de Montpensier. The tariff for two horses to Raudan is 24 fr. To the *Château de Bourbon Busset*, distance ten miles: some very beautiful views may be had during this excursion; fare, two horses, 22 fr. To *Chateldon*, the source of the celebrated water by that name; fare 20 fr. To *Malavaux*, a romantic wild gorge, where the ruins of an ancient castle which belonged to the Knights Templars may be

seen, 10 fr. To *La Montagne Verte*, a very fine view on the other side of the Sichon, 10 fr. The tariff in the town from 6 A.M. until midnight is: one horse, 1 fr. 25 c. the course, and 25 c. the hour; for two horses, the course 2 fr., the hour 1 fr.

The principal consulting physicians in Vichy are Dr. Amable Dubois, inspector, and Dr. Willemin.

Returning to St. Germain des Fossés, and continuing on our main route, we soon reach *Gannat*, famed for its beer, a town of some 5600 inhabitants, containing an interesting church, dating partly from the 11th century. This is a junction station, whence a line branches off to

Montluçon. Population 21,250. *Hôtel de France*. This is an ancient town, strongly fortified during the Middle Ages, standing on the side of a hill, at the base of which runs the River Cher, whose summit is crowned by the ruins of a castle belonging formerly to the Ducs de Bourbon. This town and its castle were subjected to frequent attacks from the English during their occupation of a portion of the French dominions. Iron and plate-glass are manufactured here.

Riom, reached on the main line beyond Gannat, contains some 10,700 inhabitants. This town is mostly built of basalt and lava from the quarries of Volvic. It contains some manufactories of linen and cotton, brandy, and leather. On the boulevards which surround the town a monument has been erected to General Desaix. St. Gregory of Tours, one of the most ancient French historians, was born here in 539: he wrote the History of France, in 16 vols. The church of *St. Amable* is very interesting as a specimen of ancient architecture.

Châtel-Guyon (Puy-de-Dôme), 273 miles from Paris—rail to Riom, omnibus or carriage to Châtel-Guyon—in 9 hours.

From Paris to Châtel-Guyon, via Riom.

From Paris to Riom, 270 miles, by Lyons Railway (Bourbonnais)—three trains daily—in 8 hrs. 7 min., by express. Fare, first class, 50 fr. 10 c.; second class, 37 fr. 50 c.; third class, 27 fr. 50 c.

From Riom to Châtel-Guyon, 3 miles, diligence, in half an hour.

This town contains 1722 inhabitants, and is situated at the foot of a small mountain, in a fertile country—a fine situation, with beautiful excursions. The

bathing establishment has been enlarged to accommodate the ever-increasing number of patients. The waters are thermal, and contain chloride of sodium, bicarbonate of lime, magnesia, iron, and a considerable quantity of gas from volcanic soil. There are thirteen springs, the entire yield being over 500 litres per minute, with a temperature of 30° centig. and the following qualities: limpidity, absence of color and smell, a piquant, salty taste, together with that of soda, yielding much gas and carbonic acid. They are covered with iridescent scales, and bear the peculiar mushrooms, or *conferva*, of a greenish color.

The medical service is attended to by a physician-inspector appointed by the government. These waters are used as a beverage, for baths, etc., their temperature being that of the human body, and have, as physiological effects, a remarkable purgative action, and are stimulating, aperitive, tonic, and fortifying. Surprising results have been obtained in cases of constipation, dyspepsia, cerebral congestion, diseases of the uterus, and different chronic and organic disorders; also in affections of the liver, and in stone, jaundice, and gravel.

Clermont-Ferrand, formerly the capital of Lower Auvergne, is situated on an eminence 1365 feet above the level of the sea, and contains a population of 38,000 inhabitants. Its principal hotels are *Hôtel de la Paix* and *Hôtel de la Poste*. It is composed of two towns, Clermont and Mont-Ferrand, formerly separate, but now united by a fine promenade. Being situated near Puy-de-Dôme, it is surrounded by volcanic formations of the most varied aspect. In one of its suburbs is the fountain of St. Alyne, the incrustations of which, during the successive deposits of 700 years, have formed a curious natural bridge. Its principal edifices are the Gothic Cathedral and Church of Notre Dame. In the latter is a black image of the Virgin, which was found at the bottom of a well. It was reported as having the power to work miracles, and is much resorted to by pilgrims on the 15th of May. Clermont has a university, academy, normal school, and botanic gardens, a chamber of commerce, and school of design. It contains manufactories of linen and woolen fabrics, hosiery, paper, and cutlery. It is the entrepôt of commerce between Bordeaux and Lyons; and it is

particularly noted as being the place where Pope Urban II. held his grand assembly of cardinals, archbishops, and bishops, in which he was assisted by Peter the Hermit, who here proclaimed the first crusade. In the midst of the Pope's eloquent address, which melted every listener to tears, the red cloaks worn by the nobility were torn in strips and laid on the breast, in the form of a cross, of all who took the vow. Clermont was also the birthplace of Pascal, the celebrated mathematician.

Royat (Puy-de-Dôme), 420 miles by rail from Paris, *via* Clermont-Ferrand, in 9 h. 29 m.; fare, 52 fr. 40 c.;—to *Clermont-Ferrand*, 428 m., in 8 h. 25 min.; fare, 51 fr. 75 c.;—*Clermont to Royat*, 2 km., in 19 m. (less time by carriage or 'bus than by train).

Royat.—Hotels, *the Grand*, richly furnished, with magnificent position and view, and the

Grands Hôtels Chabasière, large, first-class houses, kept by the same proprietor as the *Hôtel Californie*, at Cannes.

Royat is a village of 445 inhabitants, situated on the *Brook of Tiretaine*, in a defile between two basalt mountains, planted with magnificent chestnut-trees. This valley of Royat is considered to be of very superior scenery, abounding in fertile vegetation, running brooks, cascades, shady grottoes and retreats—in a word, every thing to charm the eyes and senses. Above it tower the rocks of the Puy-de-Dôme, on which Pascal discovered the laws of atmospheric pressure, and where recent excavations have laid bare the ruins of a magnificent temple to Minerva built by the Romans.

The bathing establishment contains 94 baths, a large swimming-bath, fine halls for hydropathy, a gymnasium, two bath-rooms of carbonic acid, and rooms for inhalation and depulverization; is therefore one of the most complete and important in the country. In the park, fifteen minutes' walk from the portico of the establishment, is a magnificent jet of water, which, in its boiling, much resembles the *Sprendel* of Carlsbad. It is the *Grande Source*, called the *Eugénie*, and yields 1000 litres per minute, or 1,440,000 litres in 24 hours. The temperature is of 35° centig., the most appropriate degree of heat for baths. Thanks to the abundance of the spring,

all the baths are given with the running water, unless contrary to doctors' orders. The waters are thermal, gaseous, mixed with alkali and chlorate of soda, are ferruginous and lithiated, and have been known since the time of the Romans. They spring from a volcanic region, and are four in number, viz., *Source Eugénie*, *Source St. Mart*, *César*, and *St. Victor*. Their peculiar qualities consist in limpidity, absence of color and smell, different from that of carbonic acid, with an agreeable and piquant taste; and are taken as a beverage, in baths, shower-baths, and by inhalation, under the direction of an inspecting physician and eight consulting doctors.

The waters from the springs *St. Mart* and *César* are largely exported; that from the *St. Mart*, on account of the large quantity of lithia which it contains, is greatly used in all arthritic diseases (gout, rheumatism, etc.). These waters are essentially digestive, and are more agreeable to drink than any other, on account of their composition, which nature has so well balanced. As to their physiological effects, the waters of *Royat* are stimulating, tonic, and fortifying, on account of the carbonic acid, the chlorate of soda, the iron, magnesia, and arsenic which they contain. They have the virtues of alkaline waters, and are ordered in preference to those of *Vichy* in all cases where the invalid may fear a debilitating result. They have a strong effect on the mucus of the air-passages.

La Bourboule (*Puy-de-Dôme*), 311 miles from Paris, by rail and diligence, accomplished in 14 hours. *Paris to the Bourboule*, via *Clermont-Ferrand*, and *Laqueville*. *Paris to Clermont-Ferrand*, then to *Laqueville*, all by rail (three trains daily), in 12 hours 16 minutes. Fare, first class, 58 fr. 85 c.; second class, 44 fr. 10 c.; third class, 32 fr. 35 c. From *Laqueville to La Bourboule*, by diligence, in 1½ hours; fare, 3 fr. 50 c.

La Bourboule, a town of 500 inhabitants, is situated in the *Dordogne*, in a beautiful valley at the foot of an immense granite rock sheltering it from the northern winds. Twelve years ago it was but a small village, but in a short space of time it was transformed into a city of great importance. Twelve years ago the sources gave but 25 qts. per minute. Such small quan-

ties, notwithstanding their efficacy, were insufficient to supply more than a limited number of invalids. Through important drilling operations, under the direction of the first French engineers, the *Bourboule* can to-day give over 2000 baths daily.

Large bathing establishments have been constructed, containing in the aggregate 150 baths, and furnished with the most modern apparatus of every kind. They are remarkably comfortable.

The waters are thermal, and contain gas, chloride of soda, mixed alkalies and arsenic. They have probably been known since the time of the Romans. In 1460 a hospice was already standing near the springs. The town stands on a base of granite 300 feet deep, under a turf-bearing soil, which covers the valley. There are five springs, viz., the *Perrière* (principal spring), *Sédaigus*, *De la Plage*, *Fenestre No. 1*, and *Fenestre No. 2*. They yield 630 qts. per minute, with a temperature of 60° centig. Their peculiar characteristics consist in limpidity, absence of both color and smell, with a salty taste. There is an inspecting physician and twelve consulting physicians. The waters are taken in the way of a beverage, baths, shower-baths, inhalations, and aspirations. *Bourboule* is 840 yards above the level of the sea. The season lasts from the 15th of May to the 30th of September. In their physiological effects, the waters are eminently stimulating to the nervous system and to the circulation; they are fortifying, and act energetically on the skin and the lymphatic system. The *Bourboule* waters certainly owe their great efficacy to the sum of their composition, though the presence of arsenic, which has been declared by the Academy of Medicine to amount to 7 milligrammes to every quart in the *Source Perrière*, must be the principal agent in the cures. All diseases of a lymphatic nature and of scrofula are radically cured by the *Bourboule* waters. Delicate children, debilitated young men, and all weak persons are restored to good health in a short time.

The exportation of the waters can be effected without impairing their efficacy in the slightest degree, through the density of the salts and, above all, the arsenic, which figures therein under the form of arseniate of soda.

The ascent of the *Puy-de-Dôme*, 4806 feet

above the level of the sea, may be made from Royat or from Clermont. The distance from Royat to the base of the Puy is about 4 miles; carriages can not go beyond the base of the cone.

From *Laqueville* the Baths of

Mont Dore are also reached. Diligences leave *Laqueville* (see *Bourbonle*) several times daily during the bathing season, reaching *Mont Dore* in about 1 h. 30 m.; fare, 3 fr. 50 c.

Hôtel Paris is one of the best. Here people live mostly *en pension*, at a cost of from 10 to 12 fr. a day, with table-d'hôte breakfasts and dinners at 10.30 A.M. and 5.30 P.M. This village is situated in a charming valley, through which the Doré winds its way, 3412 feet above the level of the sea, and is surrounded by verdant hills, conspicuous among which rises the *Capucien*, an isolated rock jutting forward on one side, and deriving its name from its supposed resemblance to a monk wearing a hood. In this valley, the chief of those forming part of the volcanic excrescence which extends from here to a distance of 8 or 10 miles, measuring 18 leagues in circumference, the River Dordogne finds its source.

The *Établissement Thermal* is situated near the banks of the Doré, with a fine promenade in front; a season ticket, exclusive of 6 fr. for right to enter the reading-room, costs 20 fr.

The mineral springs which issue from the base of the *Plateau de l'Angle* are alkaline, and are chiefly efficacious in rheumatism and in affections of the lungs and stomach. One of the springs is cold, while the remaining seven vary in temperature from 102° to 114° Fahrenheit. The principal springs, *La Madeleine* and the *Bain de César*, are inclosed in Roman masonry, many architectural fragments supposed to have belonged to a Roman temple called the *Panthéon* having been discovered here. The price of a bath, including linen, is 1 fr. 50c.

There are many pleasant walks and excursions to be taken in the valley of the Mont Doré, which abounds in lovely waterfalls, of which the finest is perhaps the *Cascade de Quereith*. The *Grande Cascade*, about half an hour's walk from the baths, which falls from a height of 80 feet, is also well worthy of notice.

Returning to Clermont, we continue on our main route past

Issoire, the ancient Issiodorum of the Romans, a town of 6300 inhabitants, situated just above the junction of the Couze with the Allier. The church of *St. Paul* is a fine architectural specimen of the 11th century. The Mont Doré may also be reached by carriage-road from here. At

Arrant, a line branches off to Toulouse.

Brioule. — Population, 4937. *Hôtel du Nord*. This town contains little of interest but its church, dating from the 12th century, with a curious semicircular end on the outer wall of which are checkered patterns in mosaic, formed of colored stones.

St. George's d'Auray is the junction whence a line branches off to Le Puy and St. Etienne. Near this village is the Château de Chavagnac, the birthplace of General Lafayette.

Le Puy contains 20,000 inhabitants; principal hotel, *Des Ambassadeurs*. It is beautifully situated on the south slope of Mt. Cenis, crowned by the basaltic rock of Corneille, and has on its highest point a picturesque Gothic cathedral, dating back to the 10th century. This cathedral is celebrated for containing the miracle-working image of the Virgin and Child, called *Nôtre Dame du Puy*. Many of the popes and ancient kings of France have visited it. The numbers that flock to the cathedral are not so great as formerly, owing to the original figures, which were supposed to have been made by the Prophet Jeremiah, having been destroyed or removed, and the present ones made by a native artist. On the side of the church is a tablet recording the number of priests who were slaughtered here by the Revolutionists in 1793. The museum of Le Puy contains one of the most valuable collections of mineralogical and geological specimens in France. The manufacture of cotton-lace is carried on here to great extent, some fine specimens of which may be seen in the museum. The remains of Du Guesclin, the illustrious warrior and Constable of France, were removed and deposited here in the church of St. Laurent.

A short distance from Le Puy lies the village of *Espuilley*. On the summit of a rock stands the ancient castle in which Charles VII. was residing when the news of his father's death arrived; he was im-

mediately declared his successor, while at the same moment Henry VI. of England was crowned at Paris with great pomp.

St. Etienne is a town of about 96,600 inhabitants, situated on the branch road from Le Puy to Lyons, being 3 h. 15 m. distant by rail from the former town. *St. Etienne* is advantageously situated for carrying on an extensive trade, being surrounded on all sides by coal-mines, and standing at the same time on the banks of the River Furens, which furnishes the necessary water-power for moving the machinery of its large and constantly increasing manufactories. The weaving of ribbons and the making of fire-arms are its two most flourishing manufactures. The *Manufacture Nationale d'Armes* employs about 2500 workmen, under the superintendence of artillery officers, where every barrel made must pass through a trial at the proof-house, which is opened twice a week. At the gunsmith's shop a musket may be obtained for 10 or 15 fr., although the sum usually paid by the government is 35 fr. and upward. About 300,000 stand of arms are made annually for private sale; there are also numerous manufactories of hardware and cutlery in the town, where 12,000 knives are fabricated weekly. The weavers of ribbons live chiefly in the outskirts of the town and in the neighboring village, and are estimated to number 40,000. The annual value of ribbons made in the neighborhood amounts to about 80 million francs. The town contains, in addition to a large *Hôtel de Ville*, a *Palais des Arts* with a *Museum* containing a collection of ancient arms and armor of all countries, founded by Marshal Oudinot. There is also a theatre, botanical garden, and an *École des Mines*.

Returning to our main route to Nimes, we pass little of interest until we reach

Alais.—*Hôtel du Luxembourg*. This is an important manufacturing town of about 20,000 inhabitants, situated at the southern extremity of an extensive coal-field, in which iron is also to be found. About 1,000,000 tons of coal are extracted from it annually, the French steam-navy at Toulon being supplied from here. The chief collieries are at *Grand Combe*, 11 miles distant by rail. *Alais* is one of the great southern dépôts of raw silk, and contains numerous silk-mills, glass-works, and iron furnaces.

The railway from here to Nimes—time 1 h. 40 m.—possesses little to interest the traveler.

Nimes. (See Route No. 121.)

Travelers branching off at Arvant, en route for Toulouse, soon reach

Murat, 26 miles from Arvant, an ancient town of 2657 inhabitants, formerly possessing a castle, destroyed in 1477 by Louis XI. The hills surrounding the town present a very curious appearance, being mostly capped with basalt; one of these, rising just back of the town, called the *Roche Bonnerie*, is composed of regular basaltic pillars varying from thirty to fifty feet in height.

Aurillac, a town of 11,100 inhabitants, containing little to interest the traveler; its ancient buildings, such as convents, churches, bishop's palace, etc., having been destroyed by the Huguenots in 1569, when the town was taken by assault. The only existing ancient edifice is the castle of *St. Etienne*, now the *École Normale*, situated on a hill to the west of the town, said to have belonged to the ancestors of St. Gérard, who lived in the 10th century. A bronze statue of Pope Sylvester II., educated in the Benedictine monastery of Aurillac, occupies the centre of the principal square.

Figeac (Hôtel Poste) is situated at the bottom of a valley, shut in by steep hills, through which the Cère takes its course. Population, 7610. The church of *St. Sauveur* has a Romanesque basement, with a superstructure of later date. The choir dates from the 11th century. *Notre Dame de Puy*, situated on a hill above the town, is also of the 11th century, and contains a fine and richly carved altar-screen. *Figeac* was the birthplace of Champollion, to whom an obelisk has been erected on the banks of the river.

Villefranche, situated on the Aveyron, was built in the 14th century, and was one of the Bastides, or free towns. It contains many ancient houses of very picturesque appearance, dating from the 15th and 16th centuries; but its principal building is the *Collegiate Church*, a large Gothic edifice standing in the market-place, surrounded by arcades. Population, 9719. At

Capdenac (1600 inhabitants), on the right bank of the Lot, there are traces of mediæval fortifications; also the house inhabited by Sully after the death of Henri IV.

From here to Toulouse nothing is passed of any interest.

Toulouse. (See Route No. 118.)

ROUTE No. 123.

Paris to Lyons and Geneva, via Nevers, Moulins, Roanne, Tarare, and Ambérieu, by rail. Time to Lyons, 8 h. 38 m.; fare, 63 fr. 5 c. Time to Geneva from Paris, 11 h. 12 m.; fare, 77 fr. 10 c. Time from Lyons to Geneva, 4 h. 10 m.; fare, 20 fr. 65 c.

From Paris to Nevers, Moulins, and St. Germain des Fossés, see Route No. 122.

After leaving St. Germain des Fossés the railway emerges from the valley of the Allier, and entering on a hilly country soon reaches

Roanne, an important town, containing 20,000 inhabitants. It is finely situated on the left bank of the Loire, at the head of that river's navigation. From hence the productions of Lyons and the Levant, the coal of St. Etienne, and the iron of Southern France, which have been brought here by canal or rail, are conveyed to Nantes, on the western coast of France, or by the Loire and Canal de Briare and the Seine to Paris. Notice the admirable bridge over the Loire, which cost £600,000. After passing through a tunnel nearly two miles long, we arrive at

Tarare, a town of 15,100 inhabitants, noted for its manufacture of muslin, the town and all the immediate vicinity being employed in that branch of industry. The muslin is remarkable for its fineness, and the weavers are obliged to work in the damp and cold, the moisture being necessary to keep the thread from breaking.

Lyons, situated at the confluence of the Rhone and Saône; population, 342,815. The principal hotel is the *Grand Hôtel de Lyon*, first class in every respect, No. 16 Rue de Lyon (omnibus at the Perrache station for all express trains). Lyons is the centre of manufactures in France, and the second city in the republic in point of size and population. Under the Latin name of Lugdunum it was the capital of Celtic Gaul. In modern times its share in the horrors of the Revolution, where it was one of the chief scenes of the Jacobin excesses, has aided in giving it notoriety. Sir Edward Bulwer Lytton has rendered its name enduringly popular in connection with scenes of an opposite and more attractive kind.

Along the banks of the Rhone and the Saône are magnificent quays; and the city possesses many fine public edifices, which we will notice in detail. It is, however, for the most part closely built, with narrow

and dirty streets, the usual characteristics of a manufacturing town. The regenerating hand of the late emperor, however, effected many changes. Lyons is the chief seat of the silk manufacture, including that of velvets, satins, and other varieties of the same fabric, but the present number of silk-looms is much below what it was at a former time, prior to the extensive pursuit of this branch of industry by Zurich and other places on the Continent, as well as the fuller development among the manufactures of England. There are in Lyons large factories for the production of cotton, woolen, and other goods, besides gold lace, jewelry, and other articles.

To obtain a topographical view of Lyons, and at the same time a very beautiful sight, the traveler had better make the ascent of the heights of Fourvières; in reaching them from the Hôtel de Lyon you pass the *Hospital of Antiquities*, built on the site of the Roman palace where Claudius and Caligula both were born. On the top of the heights stands the church of *Notre Dame de Fourvière*, surmounted with a dome supporting a colossal copper figure of the Virgin. The church contains numerous offerings to the Virgin, whose intercession is said to have saved Lyons from being devastated by cholera. Close to the church an enterprising individual has built a tower which stands over 600 feet above the bed of the Saône, and on clear days Mont Blanc, 100 miles distant, is often seen. Immediately behind Fourvières stands the church of *St. Irenée*, of no importance in itself, but erected on the spot where that cruel tyrant, Septimius Severus, in the year 202, caused the massacre of nearly 20,000 Christians who had met here to pray. Their bodies were thrown into the vaults underneath the church. The museum contains several fine pictures by some of the best masters. The principal picture in the gallery is the *Ascension*, by Perugino, master of Raphael. There are also a number by Rubens, Guercino, Teniers, and Palmo Vecchio. There are also some specimens of Roman antiquity, foremost among which are the bronze tables on which is carved a speech of Claudius, a native of Lyons, delivered before the Roman Senate in A.D. 48. Among the celebrated persons born in Lyons was Jacquard, inventor of the silk-loom. There

is a very fine portrait of him in the picture-gallery; also one in the *School of Design*, or *Institution de la Martinière*; the latter is produced by the loom, and is in imitation of an engraving. Lyons also contains a *Museum of Natural History*, well filled in all its various departments, and a public library containing 10,000 volumes. Before the siege of Lyons it contained nearly 100,000; after the city was taken, the besiegers turned the library into a barrack, and insisted on using the books only for fuel. The *Hôtel de Ville* is rendered historically of great importance. It was here that the Revolutionary Tribunal, consisting of Couthon, Fouché, and Collot d'Herbois, sat after the siege of Lyons. The last named, who was chief of those tyrants, had been an actor, and had been hissed off the stage at Lyons. Maddened at his reception, he threatened the direst vengeance against the inhabitants; chance gave him the power; and the poor unfortunates were executed at the rate of a hundred per day. The guillotine being too tedious for the execution of both innocent and guilty, they were tied to a cable, sixty at a time, and cannon loaded with grape-shot were fired along the line; after over 2000 persons were butchered in this manner, the city was razed to the ground.

Lyons is well fortified by detached forts in a circle around the town; the most important are the heights of *St. Croix*, of *Fourvières*, and *Croix-Rousse*; the last stands above the suburbs of that name, which are principally inhabited by silk-weavers, who live in houses of immense height, in narrow, dirty streets. This suburb is the hot-bed of insurrection, teeming with turbulence and sedition; nearly all the riots and revolts in Lyons have sprung from this quarter: there are over 30,000 silk-weavers in Lyons, all of whom are, physically considered, an inferior set of men, and are generally exempt from military duties on that account. They do not work in large factories, as with us, but the employer gives out the raw silk to the weavers and dyers. This manufacture of silk was first established at Lyons about the middle of the 15th century. The *Conseil des Prud'hommes*, alluded to in our description of Paris, is here brought into requisition with very beneficial effect, in settling difficulties arising between master and man. Om-

nibuses traverse the town in every direction, and voitures stand on the principal places: where the names of the streets are written in black, the streets run parallel with the two rivers, and when in yellow, at right angles. Steamers on the Rhone leave daily for Avignon and Arles, leaving from Place Belcour, on the right bank of the Rhone; but take the railway by all means. The scenery of the river can be seen just as well from the cars by sitting on the right-hand side, the road skirting the river on its left.

The *Cathedral* of Lyons is a fine building of the 13th and 14th centuries, chiefly Gothic in its architecture. It contains a clock, made in 1508 by N. Lippeus, of Basle, which exhibits, like that of Strasbourg, processions of figures representing the courses of the sun and moon. It is unfortunately very much out of repair, but may be set in action at any time by the administration of a small fee to the sacristan.

The church of the *Abbey of Ainay* is a remarkable building, whose central cupola is upheld by four granite columns, formed by cutting in half two ancient Roman columns; these are supposed to have formed part of an altar erected in honor of Augustus at the junction of the Rhone and Saône by the sixty nations of Gaul. This church existed as early as 937, while the monastery was founded many years earlier; it is believed to occupy the site of the *Athenæum* of Caligula, whose buildings included the Augustan altar. In the dungeons under the sacristy Pothimis and Blandina were confined, previous to suffering martyrdom, during the persecution of the Christians under Marcus Antoninus, A.D. 177.

There are numerous charitable institutions in Lyons, the principal one being the *Hôtel Dieu*, standing on the quay facing the Rhone. This is one of the most ancient hospitals in France, having been founded by Childebert and his queen Ultrogotha.

The bridges of Lyons are 18 in number, 7 of which cross the Rhone, and 11 the Saône; the oldest of these is the *Pont de la Guillotière*, across the Rhone, said to have been founded in the time of Pope Innocent IV., 1190.

There are two theatres in Lyons: the *Grand Theatre*, just back of the *Hôtel de*

Ville, and another in the Place des Celestins.

Lyons to Nice, via Marseilles, in 13 h. 36 m. (6 h. 26 m. to Marseilles; fare, 43 fr. 25 c. Marseilles to Nice, 6 h. 40 m.; fare, 27 fr. 70 c.); fare, 70 fr. 95 c. (Route 124.)

From *Lyons to Geneva*. Time, 4 h. 10 m.; fare, 20 fr. 65 c., *via* Ambérieu, Culoz, and Bellegarde. At Ambérieu you change carriages, taking the train from Paris. [At Culoz, if on your way to Aix, or Italy by Mont Cenis, change again.] Take your seat in the right-hand side of the carriage, as the rails keep close to the banks of the River Rhone, and the scenery is very beautiful. Bellegarde is the frontier station in France; passengers from Switzerland are here asked for passports, and their baggage is examined. It is better to have a passport, as the authorities have the *right* to demand them from Americans, not from Englishmen.

The river here becomes exceedingly narrow, and the scenery wild and picturesque. After passing several tunnels of more or less length, we enter the *Tunnel of Credo*, two and a half miles in length, which cost France one and a half million dollars, occupying three years in its construction. It is one of the longest in Europe. After passing this tunnel, notice on the left the powerful fortress of *Ecluse*, originally erected by the Dukes of Savoy. It is built on the side of a wild and narrow gorge, formed by Mont Vouache on the side of Savoy, and Mont Credo, a spur of the Jura, on the side of France. It was rebuilt by the celebrated Vauban, but was dis-

mantled by the Austrians after the downfall of the first Napoleon; it has since been repaired, at great expense, by the French government, and is one of the greatest strongholds in Europe.

Eight miles from Bellegarde we pass the station *Chancy*, the frontier town of Switzerland. No examination of baggage or passports.

For *Geneva*, see Index.

ROUTE No. 124.

Paris to Nice, via Joigny, Dijon, Macon, Lyons, Valence, Avignon, Arles, Marseilles, and Toulon, with branch line to Grenoble, via Aix and Gap. Time by express, 19 h. 24 m.; fare, 133 fr. 46 c. See "Departures from Paris."

Leaving Paris by the *Chemin de Fer de Paris, Lyon, et Méditerranée*, whose terminus (the *Gare de Lyon*) is situated on the Boulevard Mazas (a long drive) and passing

Charenton, a town of 6000 inhabitants, where two detached forts guard the passage of the Seine, and which contains a celebrated lunatic asylum, the express train first stops at

Melun.—This town, mentioned by Cæsar as *Melodunum*, contains 41,408 inhabitants, and is the chief town in the department of the *Seine-et-Marne*. The church of *Notre Dame* dates partly from the 10th and partly from the 13th century, and has two fine Romanesque towers.

Passing Fontainebleau, mentioned in the environs of Paris, and

Thomery, where the fine Chasselas grapes are grown, estimated to produce annually \$125,000, we reach

Montereau.—Population, 6748. This town is situated at the junction of the Seine and Yonne; both of the rivers are here crossed by bridges, that on the Seine being the scene of the murder of the Duke of Burgundy in 1419, during a conference held by him with the Dauphin (afterward Charles VII.) to bring about a reconciliation, that the two parties might join forces in expelling the English. He was murdered by a blow from Tanneguy du Chastel, by the orders and in the presence of the dauphin, although double barricades had been erected on the bridge to separate the two princes. Here also Napoleon I.

gained the last of his many great victories, February 18, 1814, when the allies were driven over the Seine and out of Montereau; during the battle the emperor stood upon the heights of Surville, in the midst of the guns, and occasionally leveled and pointed with his own hands a cannon upon his enemies.

Sens (Hôtel de Paris), a town of 11,900 inhabitants, and the ancient capital of the Sennones, contains a fine *cathedral* of the second magnitude, with two of the largest bells in France, one weighing 16½ tons. This building was commenced in the middle of the 12th century, and is in a transition from the Circular to the Gothic style. It contains some fine painted glass by Jean Cousin, and a tomb (Chancellor Duprat), whose bas-reliefs date from the reign of Francis I. The altar of *St. Thomas* is said to be that at which Thomas à Becket performed his devotions when he fled to Sens in 1164, to escape from the wrath of Henry II. While here he resided in the *Abbey of St. Columbe*, now belonging to the *Sœurs de l'Enfance de Jesus*, and the sacerdotal vestments and mitre used by him are to-day to be seen in the treasury of the cathedral. William of Sens, the architect of this cathedral, finished 1168, was taken to England in 1175 as architect for the choir of the *Canterbury Cathedral*, which resembles in many respects the one at Sens.

Joigny is situated on the Yonne, along whose bank a fine quay runs from one end of the town to the other, closed at each extremity by iron gates. In the time of the Romans it bore the name of *Joviniacum*. With the exception of three Gothic churches, there are no fine public buildings. *Hôtel Duc de Bourgogne*. From *Laroche*, the next station, a branch line runs to *Auzerre*, the birthplace of Marshal Davoust, which contains a fine cathedral, begun in 1215, and to Clamécy.

On the main route we continue to

Tonnerre, a town of some 5500 inhabitants, remarkable for its beautiful avenue of lime-trees. The summit of the hill on which the town stands is crowned by the church of *St. Pierre*, a building of the 16th century, with a choir of the 14th. Of the *Hospital* founded here by Marguerite de Bourgogne, queen of Sicily, nothing remains but the Great Hall, now used as

a chapel. It contains her tomb, with a statue of the queen sitting, dressed in the costume of her time. This was erected by the inhabitants of Tonnerre, to replace one destroyed during the Revolution. Not far from Tonnerre is the town of

Chablis, which gives its name to a white wine of superior quality.

Tanlay contains a fine château in the style of the Renaissance, the oldest part of which was built in 1559 by Coligny d'Andelot, brother of Admiral Coligny, the chief victim of the massacre of St. Bartholomew. The chamber in which he and other leaders of the Protestant party used to meet is situated in the *Tour de la Ligne*; its walls are covered with frescoes of mythological personages, represented by the leading characters of the times, Charles XI. being painted as Pluto and Catherine de' Medici as Juno. Two miles from here are the ruins of the *Abbaye of Quincy*. The train next stops at

Montbard, an unimportant town of about 3000 inhabitants, which was the birthplace (1707) and residence of Buffon, the great naturalist. The château was purchased and rebuilt by him, the only portion of the old castle left standing being a high square tower, which rises in the midst of the grounds. The gardens are now open to the public.

Dijon, situated in the midst of the wine-growing district of Burgundy, is the next place of importance passed on our route. It contains 47,939 inhabitants, and has many fine public walks and beautiful environs. *Hôtel du Jura*. The principal buildings are a palace of the Princess of Condé, a castle built by Louis XIV., which now serves for barracks, and the church of *Notre Dame*, built in the purest Gothic style, remarkable for the boldness of its construction; it contains the cathedral clock, made by Jacques Marques, and seized upon by Philippe le Hardi at Courtrai, as one of the most curious works then in existence; its bells are struck by two hammer-men, appointed for that purpose, and called *Jacquemars*, a corruption of the maker's name. Dijon contains a prefecture, a large old court-house, theatre, hospitals, prisons, and an orphan asylum, also a national court for the departments, courts of assize and com-

merce, a university-academy, numerous colleges, schools of medicine and fine art, and a botanic garden. There are also manufactories of woolen fabrics, linen, cotton, earthenware, soap, beer, and candles. Its principal dependence, however, is in its wine trade, this town being the principal dépôt and market for the sale of the Burgundy wines which grow in this neighborhood.

As our travelers are, as a general thing, a wine-drinking people, and as commodities can be sold or withheld at pleasure, and be mingled and adulterated with no regard to the natural principle of the article, in adherence to blind cupidity, and where the price, too, ceases to be the natural market value, it is absolutely necessary to become well acquainted with the different brands, manner of preparation, and the amount distilled, in self-protection, that every petty dealer in the article may not have it in his power to call wines by fraudulent names, not only imposing upon you, but every friend who partakes of your hospitality. For this purpose, the author has made a short extract from Redding's "Modern Wines," on the subject of Burgundy wines.

"Ancient Burgundy now forms the three departments of the Côte d'Or, the Saône-et-Loire, and the Yonne. The wine district is situated between 46° and 48° N. lat., and is about 60 leagues long by 30 wide. The most celebrated district is the *Côte d'Or*, thus named on account of the richness of its vineyards. It consists, for the most part, of a chain of gentle calcareous hills, which extend northeast and southwest from Dijon into the department of the Saône and Loire, including a small part of the arrondissement of Dijon and all that of Beaune. One side of these hills presents an eastern, and one a south and southeastern aspect, both of which are highly favorable to the growth of the vine. The vineyards cover the elevations nearly the whole length of their range, at the bases of which a plain of argillaceous, deep-reddish earth extends itself, rich in agricultural produce of another species. The training of the vines is after the low method, on sticks about three feet long. They are set much closer together than is in general customary. The superficies devoted to vine cultivation in the depart-

ment of Côte d'Or is about 63,378 acres. The department of the Saône and Loire, the least important district of Burgundy as respects the quality of the wines, contains 76,775 acres of vineyards. The third district of Burgundy, the department of the Yonne, nearly equals the Côte d'Or in the quality of its produce, while its vineyards are more extensive, containing no less than 84,075 acres of surface. The total of acres in the vineyards of Burgundy are 224,223. The value of the wines produced in the whole of Burgundy, in years of ordinary production, amounts to 52,139,495 francs—over ten millions of dollars. The wines of France are grateful and beneficial to the palate and to health; they do not, by being too strongly impregnated with brandy, carry disease into the stomach at the moment of social joy; they cheer and exhilarate, while they fascinate all but coarse palates with their delicate flavor. About a million of hectolitres,* out of 2,125,798, are consumed in the three departments composing the ancient province; the rest is sent to different parts of France, and to foreign countries, and naturally consists of the wines of the best quality. The red wines of Champagne resemble them most in character. The vine districts of Burgundy are known in the country by the divisions Côte de Nuits, Côte de Beaune, and Côte Châlonnaise.

“The difference of the qualities of the wine may be judged by the following lists of prices, taking for example the arrondissement of Beaune, in the centre of Côte d'Or. There 2300 hectolitres of superior wine are produced at 125 francs each, 17,700 at 95, 45,000 fine wines at 60, 60,000 of good ordinary at 30, and 113,670 at 18 francs. This may serve as a specimen of the other districts in respect to quality, except in the department of the Saône and Loire—80 francs the hectolitre is the highest price, and 15 the lowest. In the department of the Yonne, the higher classes of real Burgundy fetch from 300 to 400 francs the *maid*,† or rather 125 the hectolitre, while the lowest brings but 14 francs. The white wines bring from 98 to 23. Thus the white wines neither rise as high nor sink as low as the red. The quantity of alcohol in these wines is said to be 13.50

per cent., but, in this respect, there is a considerable variation in the experiments, as no two wines are exactly alike in point of strength. The results yet obtained are not, therefore, very satisfactory.

“Burgundy is perhaps the most perfect of all the known red wines, in the qualities which are deemed most essential to vinous perfection. The flavor is delicious, the bouquet exquisite, and the superior delicacy which it possesses justly entitles it to be held first in estimation of all the red wines known. It can not be mixed with any other; even two of the first growth mingled deteriorate the quality and injure the bouquet.

“It is unnecessary to go into the history of the lower growths of the wines of Burgundy, because they are rarely exported. It will suffice to take a cursory notice of them, and dwell longest on those wines which are best known out of France. The three more celebrated districts have been previously enumerated, namely, those of Beaune, Nuits, and Châlonnaise.

“The fine wines of Upper Burgundy, in the arrondissement of Dijon, are the produce of about 700 hectares, while in the arrondissement of Beaune 7000 are cultivated for making the better growths. The arrondissement of Dijon, near Gevray, 5 miles from Dijon, produces the red and white Chambertin. The vineyard is very small. The soil is gravelly, with loam. The gravel is calcareous, and the subsoil marl, with small shells. It is a wine of great fullness, keeps well, and has the aroma perfect. It was the favorite wine of Napoleon. The first class never passes out of France. They make an effervescing Chambertin, a wine inferior to good Champagne. It wants the delicate bouquet of Champagne, by the absence of which it is easily detected. The French complain of its having too much strength; but this would commend it in England or America. It is a very delicate wine notwithstanding, and highly agreeable to the palate. It has been frequently imported into London, and is much commended by those whose regard for the delicate bouquet of Champagne is less than that for the carbonic effervescence of similar growths. In spirit it is, perhaps, a little above the average of Champagne, which it resembles so much that persons not judges might easily mistake the one

* A hectolitre is equal to 26½ Eng. gallons.

† Equal to 74 gallons.

for the other. The principal plants used are those called the *Noirien* and *Pineau*. The *Gibandot* and the *Gamet*, which last grape has an ill name, are used for the inferior kinds of wine. The *Gamet* yields largely, sometimes a thousand gallons an acre. It is manured, and is called the poor man's wine. The *Chaudesry*, for white wine, is gathered here at the latest period, and carefully assorted. There is a saying that a bottle of Chambertin, a *ragout à la Sardanaïpale*, and a lady *causeuse*, are the three best companions at table in France.

“At Bèze, St. Jacques, Mazy, Vérolles, Musigny, Chambolle, the Clos Bernardon, du Roi, of the Chapitre, of Chenôve, of Mares d'Or, of Violettes, of Dijon, in the commune of that name, most excellent wine is made. In the Clos de la Perrière, in the commune of Fixin, belonging to M. Montmort, a wine in quality and value equal to Chambertin is grown. Many of these vineyards produce white wines as well as red.

“In Beaune, as already stated, the wine country is much more extensive than in Dijon. The aspect, as before observed, is northeast and southwest, being the direction of the main road conducting from Dijon to Chalon-sur-Saône, passing through the towns of Beaune and Nuits, both names familiar to connoisseurs in wine. The first commune is Vougeot. Upon the right hand on leaving the village, the vineyard of that name, once belonging to a convent, is seen extending about 400 yards along the side of the road: it forms an inclosure of about 48 hectares, 112½ acres English, and sold for 1,200,000 francs; the aspect is E. S. E., and the slope of the ground makes an angle of from 3° to 4°. Here is produced the celebrated wine Clos-Vougeot. The upper part of the land turns a little more south, forming an angle of 5° or 6°. The soil upon the surface differs in this vineyard: the lower part is clay, while the uppermost has a mixture of lime, and there the best wine is grown. The average is about two hogsheads and a half the English acre. No manure is used; but the soil from the bottom is carried up and mingled with that at the top. The cellars contain vats, each of which contains about 14 hogsheads, in which the must is fermented; the time occupied is uncertain. The wine is best when the fermentation is

most rapid. Above this vineyard is another choice spot, called Esséjaux, which is much esteemed, but less so than the higher part of Clos-Vougeot. Farther on is Vosnes, a village which produces the most exquisite wines that can be drunk, uniting to richness of color the most delicate perfume, a racy flavor, fine aroma, and spirit.

“The most celebrated of these wines are the *Romanée-vivant* (so called from a monastery of that name), *Romanée-Conti*, *Richebourg*, and *La Tache*. The vineyard producing the first-mentioned wine is below those which yield the Richebourg and Romanée-Conti, and contains only 10 hectares of ground. The Romanée-Conti is considered the most perfect and best wine in Burgundy. Ouvrard, the contractor, bought this vineyard for 80,000 francs. The wine is produced in an inclosure of about 2 hectares in extent, forming a parallelogram, and the quantity made is very small. The Richebourg inclosure, of the same form, contains only about 6 hectares. The aspect of the Romanée-Conti is southeast, and the ground forms an angle of 5° in slope. There is no difference in the management from that of the neighboring growths.

“Continuing to follow the road, about a league from Vosnes is the small town of Nuits. A part of the ground extends southwest, and is mostly flat. Upon this superior wines are grown; and among them, on a spot of only 6 hectares in extent, in a slope with a southwestern aspect of not more than 3° or 4°, the well-known St. George's, of exquisite flavor, delicious bouquet, and great delicacy. The other vineyards on the road produce wines of ordinary quality. In the commune of Aloxe a wine called Corton is grown, which is in repute for its bouquet, delicacy, and brilliant color. The ground upon which this wine is made gives only 10 or 12 litres of wine each hectare, of which there are but 46. Nothing is more remarkable or unaccountable than the difference of production in these fine wine districts. The most delicious wines are sometimes grown on one little spot only, in the midst of vineyards which produce no other but of ordinary quality; while, in another place, the product of a vineyard, in proportion to its surface, shall be incredibly small, yet of exquisite quality; at the same time, in the

soil, aspect, treatment as to culture and species of plant, there shall be no perceptible difference to the eye of the experienced wine-grower. In such a district as the Côte d'Or it is difference of site rather than treatment to which the superior wine owes its repute, for there is no want of competition in laboring after excellence.

“Bordering on Aloxe is the vineyard of Beaune, a well-known wine of a very agreeable character. Not far from thence is produced the *Volnay*, a fine, delicate, light wine, with the taste of the raspberry, and Pomard, of somewhat more body than Volnay, and, therefore, better calculated to keep, especially in warm climates. These are wines which, when genuine, bear a good character all over the world.

“Between Volnay and Meursault the vineyard of Santenot is situated. It consists of twelve hectares upon a southern slope. The higher part produces a celebrated white wine, called Meursault; the middle and lower a red, which is considered preferable to Volnay. In the neighborhood of Meursault are grown the wines denominated ‘*passe-tous-grains*’ by the French, and the dry white wines, of a slight sulphurous taste, and much drunk in hot seasons, called wine of Genévrières, of the Goutte d’Or, and of Perrières. The quantity of hectares on which these last wines are grown is but sixteen. The situation to the southwest of Meursault, where it joins Puligny, is noted for the delicious white wine called Mont-Rachet, of exquisite perfume, and deemed one of the most perfect white wines of Burgundy, and even of France, being the French Tokay, in the opinion of many connoisseurs, but only in renown, for these wines bear little resemblance to each other. The vine-ground of Mont-Rachet is divided into l’*Ainé* Mont-Rachet, le *Chevalier* Mont-Rachet, and la *Batard* Mont-Rachet. The vineyard of the Chevalier, which is on the higher part of the ground, is a slope of about twelve or fifteen degrees, and contains about eighteen hectares. L’*Ainé*, or the true Mont-Rachet, is about six or seven hectares. The Batard is only separated from the two other vineyards by the road which leads from Puligny to Chassagne, and contains about twelve hectares. These vineyards have all the same southeastern aspect, yet the wine from them is so different in quality

that, while Mont-Rachet sells for 1200 francs the hectolitre, the Chevalier brings but 600, and the Batard only 400. There are two vine-grounds near, called the Perrières and Clavoyon, which produce the white wines, sought after only from their vicinity to Mont-Rachet.

“Chassagne, four leagues southwest of Beaune, called Chassagne le Haut, and Le Bas, not far from Puligny, is productive vine-land. The canton of Morgeot contains twenty hectares, which produce a red wine much sought after. It faces the southwest, and owes its good qualities to its excellent aspect. The village of Santenay, on the borders of the department terminating the elevated land, grows some choice wines, such as Clos-Tavannes, Clos-Pitois, and the Gravières, though not equal in quality to those already enumerated. There is an infinite variety in the wines of Burgundy which an Englishman can hardly comprehend. Accustomed to wine less delicate than intoxicating, and regardless rather of the wine taken from habit than quality, his favorite beverage is chosen more from that cause than perfection of flavor. The nature of the soil, the aspect, the season, the plant, and mode of culture, as well as the making, each and all equally affect the quality of these wines more than wines in general, on account of their great delicacy. The most finished and perfect Burgundies, the French say, are deteriorated by so short a voyage as that across the Channel from Calais to Dover, including, of course, the journey to the former place. They are never sent away but in bottle.

“The best Burgundies, called *les vites de cuvées*, are from the select vines, namely, the *Noirien* and *Pineau*. Grown on the best spots in the vineyard, having the finest aspect, these rank first in quality, and are wines, when well made in favorable seasons, which include every excellence that the most choice palate can appreciate: fine color, enough of spirit, raciness, good body, great fineness, an aroma and bouquet very powerful, strong in odor, and that peculiar taste which so remarkably distinguishes them from all other wines of France. The next, called the first *cuvées vins de primeur*, approximate very closely to the first class in quality, except that the perfume is not quite so high. Good wines,

les bonnes cuvées, which are grown on a soil less favorable than the foregoing, are in an aspect inferior, fairly rank third in quality. Then come *les cuvées rondes*, having the same color as the foregoing, and equal their strength, but wanting their full fineness and bouquet. Next, they distinguish the second and third *cuvées*, the color of which is often weak to the preceding growths. They are deficient in spirit, and destitute of fineness and flavor. These three last classes of the wines of Burgundy come from the same species of wine as the two first, but the soil is inferior, or the aspect not so good, being, perhaps, more humid, or less exposed to the sun. Their abundance compensates the grower for their inferiority.

"Of the common red wines of Côte d'Or there are two sorts, called wines *de tous grains*, or *passé tous grains*, which come from a mixture of the *Noirien* and *Pineau* grape with the *Gamay*. The wine *de tous grains* is an ordinary wine, which, when good, is much esteemed in hot seasons. It has a deep color, tending to the violet, much body, sufficient spirit, and, after a certain age, a little bouquet. It is a coarse wine, but will keep a long time without sickness of any kind, and is much valued for sustaining such wines as tend to dissolution. It is often much better than those which are called '*les seconde et troisième cuvées*' of a middling season.

"There are only two sorts of white wine in the Côte d'Or; the first made from the white *Pineau*, and the second from the common plant mingled with it. These two sorts are marked by two or three subdivisions. The first in quality, the finest and the best, is the *Mont-Rachet*, already mentioned. It is distinguishable in good years for its fineness, lightness, bouquet, and exquisite delicacy, having spirit, without too great dryness, and a luscious taste, without cloying thickness. In making, they endeavor to keep it with as little color of any kind as possible; no doubt for the purpose of preserving that lightness of hue which white wines rarely possess, being yellowish, probably by the absorption of oxygen, which incorporates with them while in contact with the atmosphere. Most of the other white wines of the Côte d'Or differ most essentially from that of *Mont-Rachet*. The common kinds

are more or less flat, acid, without body, and deficient in firmness and strength.

"The prices of the wines of the Côte d'Or differ greatly, and can not be fixed. The *têtes de cuvée*, or choice products in the best years, are not sold under 1000 francs the queue or tonneau, or 215 francs the hectolitre. '*Les premier cuvées*' in such seasons bring 700 or 800 francs, according to their grades of distinction; '*les bonne cuvées*,' from 600 to 700; '*les ronde*,' from 400 to 500; '*les deuxième et troisième*,' from 350 to 400 and above; the others not more than two hundred francs.

"The *Mont-Rachet* brings 1200 francs, the other white wines from 300 to 600, and the common sorts from 50 to 70 the queue.

"It often happens in superior years that the best wines, after making, do not bear a higher price than 400 francs; and yet, in fifteen months, 1200 or 1500 are demanded for them. It may easily be judged, therefore, that no scale of prices, when the wines are perfect, can be permanent, owing to this circumstance. The following is a list of the prices the Burgundy wines brought from the vineyards on the hills of Beaune, on an average of ten years; but it must be borne in mind that the time of purchase was at the vintage, immediately upon making, and paid by the highest bidder, and not when the wines had been kept. Volnay, the queue, 460 francs; Pomard, 450 fr.; Beaune, 440 fr.; Savigny, 420 fr.; Aloxe, 430 fr.; Aloxe, the Corton wine, 490 fr.; Chassagne, 410 fr.; Chassagne Morgeot, 470 fr. The product of Puligny, viz.: *Mont-Rachet*, 1000 fr.; *Perrières* and *Clavoyon*, 380 fr. *Meursault* wines, viz.: *Les Genévrières*, *La Goutte d'Or*, 450 fr.; and *Saulenot* red wine, 480 fr.; the common red wines sell for 90 or 100 fr., and the white from 75 to 90 fr., including the cask.

"The wines from the *Nuits* district are superior to those of Beaune for aroma, body, softness, raciness, and will bear transport to any distance: *Prémaux*, 560 fr.; *Nuits*, 500 fr.; *Nuits St. George's*, 580 fr.; *Vosnes*, 530 fr. The wines of *Vosnes*, viz.: *Richebourg*, 600 fr.; *La Sache*, 600 fr.; *Romanée St. Vivant*, 700 fr.; *Romanée-Conti*, 6 or 7 fr. a bottle; *Vougeot*, 530 fr.; *Clos de Vougeot*, 5 or 6 fr. the bottle, at ten or a dozen years old, if the vintage has been very fine; if otherwise, at

three or four years from the vintage. It is preserved in large vats till bottled, in which it mellows better than in the cask. The quantity produced is but about two hogsheads and a half to the English acre. The white wine made here has been long diminishing. The grape is the black and white *Pineau* and the *Chandevay*. No manure is permitted. The vines are fifteen inches apart.

"The proprietors of the vineyards of Vougeot and Romanée-Conti do not usually sell their wines in wood, nor, except in years of bad quality, do they sell them immediately, and then generally by auction. They keep them in their cellars for years, and only at last dispose of them in bottles made on purpose, and bearing their own seals. In the arrondissement of Dijon the following were not long since the price of two-year-old wines. It may be judged, from what has already been stated, that such a list can only be an approximation to the truth for consecutive years. The white wines less celebrated in this district than the red carry a price generally of 456 litres the queue, or about 114 gallons; Chambertin, 800 to 1000 fr. the queue; Gevray, 500 to 550; Chenôve Montrual, 350 to 400; Violettes, 310 to 350; Marsannay, 300 to 350; Perrières, 200 to 240. The red wines are, per queue, Chambertin, 1400 to 1500 fr.; Gevray, 700 to 800; Chambolle, 700 to 800; Chenôve, 400 to 450; Dijon, 300 to 400 fr.; Marsannay, and other ordinary wines, 200 to 300; Fixin and Fixey, light wines, good ordinary, 150 to 250 fr., the cask included.

"The wines of the Côte d'Or most in repute, and of the best class, are those which generally develop their good qualities the slowest, when they have not been cellared for the purpose of rendering them potable too soon. Opinions are different upon the most eligible period to bottle them. Some think that they preserve their good qualities best when they are bottled, at the end of 15 months, from the vat; but more think the third or fourth year a better time, when the proprietor can afford to delay it so long. The inferior sorts are delivered for consumption at the end of the second or third year, according to the quality. The fine wines are not commonly delivered until the month of March of the second year after

the vintage. The good ordinary wines are bottled at the end of the first year, or they remain longer, if convenient to the consumer. The care bestowed upon the making accelerates or retards the perfection of these wines. The longest duration of the finest wines most capable of keeping does not exceed 12 or 15 years from the season in which they are made. After that time, though they will support themselves some years, they decline instead of improving. From the second year in bottle the fullest bodied and hardiest wines have attained their highest degree of perfection. All that can be desired after this period is that they shall not deteriorate. The duration of the ordinary wines is not so easily defined. They are rarely kept long in bottle, for after the second or third year they would become good for little. The produce of some of the wines of the Côte d'Or is nearly a thousand English gallons the acre.

"The manner of making the best and most celebrated wines of the Côte d'Or is sufficiently coarse: the grapes are commonly trodden before they are thrown into the vat; a part of the stalks are then taken out, and the must is suffered to ferment. The gathering takes place in the hottest sunshine. The fermentation in the vat, which contains about 18 hogsheads, and is usually left uncovered, lasts from 20 to 48 hours if the weather is hot, and from three to eight days, and even 12 days, if it be cold, for the first class of wines. The white wines are longer. The wine is then drawn off into vats containing each about 700 gallons. The management consists of a racking in the month of March following the vintage, and a second racking in September, repeated every six months, for the red wines. The casks are kept exactly filled, and the wine is fined. Many persons make the first racking soon after the first frost happens, fine immediately, and rack again in the month of March, and then in the month of September.

"The next division of Burgundy considered as respects the excellence of its wines, is the Department of the Yonne. It contains, as has already been stated, more space devoted to the culture of the vine than the Côte d'Or; but, though it produces some wines of very good quality, they are inferior to those of that renowned

district. The prices in the arrondissement of Auxerre are 40 francs the muid of 280 litres, to 300 and 350.

These wines may be arranged in three classes: The first is made from the black *Pineau* grape alone; it has a good color, and agreeable bouquet, with strength and spirit, and yet does not injure the head or stomach. In this class may be placed the following wines in their order of superiority: Chainette, Migraine, Clairion, Boivins, Quetard, Pied de Rat, Chapotte, Judas, Boussicat, Rosoir, Champeau, the Iles. These wines are produced on 130 hectares of land. Hence may be judged the vast variety of species. They bring from 300 to 400 francs the muid; the mean price is about 350 francs. In the communes of Irançy and Cravant wine is produced. Palotte, worth about 90 francs the hectolitre, and much esteemed.

This district produces red wines still lower in price. The second class of wines is made from the grapes called *Tresseau*, *romain*, and *plant du Roi*, alone or mingled. Of this class the *Tresseau* alone is the superior kind; the wine sells for 36 francs the hectolitre. The third class is made from the vine *Gamay* or *Gamet*, and is on that account a common wine, strongly colored, but cold. It is remarkable that this wine, mingled with white wine, becomes sooner ripe than in its natural state. Of the white wines of the Yonne, the best class is produced from the *Pineau blanc*. The chief of these is Chablis. If this wine is the product of a favorable year it should be very white. It is a dry wine, diuretic, and tastes flinty. The best wines of Chablis stand in the following order: first, Val Mur; secondly, Vauxdesir; thirdly, Grenouille; fourthly, Blanchot; fifthly, Mont-de-Milieu, forming together about fifty-five hectares of vineyards. These wines sell in the common run of the seasons at from 250 to 300 francs the muid.

The third class of white wines is the product of the *Plant vert*, grown in a bad aspect and soil, and brings about 23 francs the hectolitre.

The white wines of the first quality do not keep so well as the red. The first class of red wines is often kept in the wood for more than three years after bottling. It is excellent after it has remained a year in bottle, and will keep good for ten years

more. The white wines are perfect at three or four years old, but are subject to get thick as they acquire age. In the wine districts of the Yonne the wines are racked twice the first year, and not again except just before they are sold. They are never fined except for bottling. The vineyards of Availles produce three distinct qualities of wine: the first delicate, fine, spirituous, and good, bringing 50 francs the hectolitre; secondly, a wine of ordinary quality, bringing 40 francs; thirdly, common wines, worth very little. The best wines of Availles are those from Rouvres, Annay, Monthécherin, Monfaute, Clos de Vézeley, and Clos de Givry. Wines which form the ordinary wines of rich families are Vault, Valloux, Champgachot, Thurot, Girolles, and Etandes. These wines are treated very nearly the same as in Auxerre prior to bottling. The Champgachot is liable to a singular disease. In spite of racking, and all the care taken, it is sometimes loaded, in spring, with a cloudiness, which changes its taste and hue. In this state they are careful not to disturb it, and it soon works itself clear and of a good color. It is rarely better than after this sickness, which never happens but once. Some of the growers are pleased to see the wine put on this appearance. The best wines of the arrondissement of Poigny do not fetch more than 40 francs the hectolitre. In the arrondissement of Sens there are wines that bring about 60, such as that of Paron, but the quantity is small. The arrondissement of Tonnerre merits attention for its wines. The vines are planted on calcareous slopes, differing in aspect. Those of the south-east and south are very good; such as bear a southwest aspect are also much esteemed, and give the best wine. Of this latter aspect is the vine-ground from Tronchoy to Epineuil inclusively, where the most distinguished wines are grown, such as of Préaux, Perrières, des Poches, and others, particularly Olivotte, in the commune of Dannemoine. The wines of Tonnerre, of the finest kind, fetch 90 francs the hectolitre, on an average; and the other kinds, in gradation, from 60 to 35. The wine of Olivotte, one of the best, has a good flavor, is fine, and of excellent color, but it lacks the true bouquet unless in very favorable years. The communes which furnish the

best wines are Tonnerre, Epineuil, Dannesmoine, for the fine red wines; those of the second and third qualities are grown at Molesme, St. Martin, Neury, and Vezinnes. White wines are grown in the communes of Tronchoy, Fley, Béru, Viviers, Tissey, Roffey, Serigny, and Vezannes. Those of Grize, in the commune of Epineuil, as well as that of Tonnerre, and, above all, of Vaumorillon, in the commune of Junay, are distinguished. These wines are treated in making as in the Côte d'Or, and will keep good in bottles from five to ten years. The department of the Saône and Loire is the other division of ancient Burgundy. The quality of its wines is by no means equal to those of the Côte d'Or or the Yonne, and they are, therefore, the Burgundies of the less opulent classes. These wines differ in prices: the arrondissement of Mâcon furnishes red wines, for example, to the extent of 4349 hectolitres, at 60 francs the hectolitre, and 219,782 hectolitres, of varying quality, at intermediate prices, down to 15. There are excellent wines in quality between those of Burgundy and the Rhone, which, at 6 or 7 years old, are in their prime age. They drink, with water, better than any other wines. Lyons is a great consumer of these wines. The wines of the commune of Romaneche, called Les Theoreins, sell for 56 francs; La Chapelle de Guinchay, Davayè, Creuze Noire, St. Amour, at different prices, down as low as 25 francs. The white wines of the first class, such as Pouilly, are of superior quality, and better adapted for carriage than the red, but the quantity made is much less. They sell at 56 francs; Fuissé at 47; Solutré, Chaintré, Loché, Vinzelles, Vergisson, Salomay, Charnay, Pierre-clos still lower. The annual value of the wine does not increase in consequence of the goodness of the quality. The wines of Burgundy are generally dearest in years when their quality is indifferent. This has given rise to the proverb among the wine-growers, *Vin vert, vin cher* — 'tart wine, dear wine.' The reason of this is, that the good quality of the wine always accompanies abundant years, and the reverse. The cultivation of the vine in these districts has been very much improved of late. The quantity of fruit produced is also more considerable. The system in the Mâconnais is for the

most part a division of the produce between proprietor and cultivator. The Vignerons here are a sober, economical, respectable class of men. The hectare of vines, or about two acres and a quarter English, represents a capital of 5000 or 6000 francs. Not less than 40,000 or 50,000 hectolitres might be sent out of the district, were wine demanded to that extent. Of other red wines, the little Cortin, named Moulin-à-vent, produces a light and delicate species, but it must be drunk in the second or third year. It will not keep beyond the tenth. The wine of Davayè ameliorates best by age. It may be drunk in the second year, and will keep till the twentieth. It approaches nearest the wines of Côte d'Or in excellence, though considered but an ordinary wine. When it is kept some time, it rises superior to the class denominated ordinary in the common sense of the word. The white wines of Pouilly rank superior to any of the red wines of the Mâconnais. In good years they rival the first products of the French soil, and compete with the best wines of Champagne, Burgundy, or the Bordelais, according to the inhabitants of the Mâconnais. Their characteristic is the nutty taste they leave on the palate. At one year old they drink smooth and agreeable, after which they much resemble dry Madeira both in color and strength. They will keep a long while. The wine of Fuissé does not taste of the nut like Pouilly, but has a flinty flavor; is fine and delicate. It becomes more spirituous by age. The wines of Solutré are more like those of Pouilly than Fuissé, but are inferior.

“These and the other white wines enumerated before are often sparkling or *mousseux* of their own accord in the first, and sometimes the second year, when bottled in March. They keep long and well. The red wines keep a good while in wood; but the white are bottled in the month of March of the first year. They are twice racked and fined only six days before bottling. In Autun there are three qualities of wines. The best is called Maranges; it is left in wood three years, bottled the fourth, and keeps well. Its mean price is 76 francs. The second quality of wine is that of Sangeot, and, indeed, all the wines of Dezize, except Maranges. These are ordinary wines, and bottled at three years

of age; will keep twenty. They increase in quality by age, and become from *vins d'ordinaire* to be *vins d'entremets*. The mean price is 35 francs the hectolitre. The wines of Châlons admit of the same divisions in quality as those of Autun. The best wines are from the noîrien grape, and the best of the first growth fetch 66 francs, and of the second growth 44 francs. These wines have a fine and delicate taste; they please by their agreeable odor and aroma. In the ordinary wines the aroma is not present, still they are pleasant drinking of their class. The better ordinary wines of Châlons increase in value by age, augmenting a fourth in price every year they are kept. A bottle of the finest wine fetches from 2 to 3 francs. In the arrondissements, the produce of which is not here detailed, the mean price of the hectolitre is from 20 to 24 francs. Such are these wines, the most perfect ever grown, and yet the care taken of them by the maker from the press to the bottle is by no means equal to that taken of Champagne. Nature and the site, with the observance of a very simple and common process, are all that are demanded to bring to its present perfection the first red wine in the world.

“The secret of the excellence of Burgundy depends upon unknown qualities in the soil, which are developed only in particular places, often in the same vineyard, at all events within a very narrow district. Whatever be the cause, France has in these wines a just cause for boast, and a staple in which she has never been excelled. While much is owing to the climate and aspect, it is evident that the peculiar characteristics of Burgundy depend least upon the art or labor of man, since wines inferior in quality receive as much or more of his attention than those of Burgundy. There is very little of the first class of these wines exported from France, in this respect differing from Champagne, where the best finds its way into foreign countries. There are several reasons for this, and among the foremost the small quantity produced, which the French, who are choice in wines, know very well how to distinguish, but which foreign merchants very rarely do. As good a price can be obtained in France for the highest class of Burgundy, such as Romanée-Conti, of

which only a dozen pieces are annually made, or for La Tache, as can be obtained any where. The first of these wines, being grown upon less than four acres of land, is not beyond the supply of the Paris market; and to the second, grown upon a spot of ground of about six acres, the same remark will apply. The genuine Chambertin is a scarce wine with the foreigner. The other wines of the first class of Burgundy are, therefore, substituted for these to the stranger almost universally. This is, however, of less consequence, when it is considered that very few persons, except those of the best taste habitually acquainted with them, can discern the difference. In wholesomeness, and every essential quality to the ordinary drinker, they are equal to the first growths. To recapitulate the wines of the Côte d'Or, the finest Burgundies of the Côte de Nuits are, Romanée-Conti, La Tache, Chambertin, Romanée St. Vivant, Richebourg, Nuits, St. George's, Clos-Vougeot, Prémieux, Vosnes, and La Perrière. Of the Côte de Beaune, Chambolle, Musigny, Volnay, Pomard, Beaune, Savigny, Aloxe, Aloxe de Cortin. Of the Côte de Chalonais, Vosnes, Morey, Santenot, St. Aubin, Maranges. These are the three first and finest qualities among red wines. Of white, the celebrated Mont-Rachet takes the first place, then the Goutte d'Or and Genévrières of Meursault. The red wines of the second class above are many of them a little inferior to the first. The first class of the wines of the Yonne comprises those called Olivettes, near Tonnerre, and Perrière. Those of Auxerre have been enumerated in a preceding page, to which, in the second class, may be annexed the wines of Epineuil, Les Poches, Haute Perrière, Irancy, Dammemoine, and Coulanges la Vineuse. The white wines of the first class are Chablis, Tonnerre, Le Clos, Vauxdesir. The first class of Burgundies in the Saône and Loire are Moulin-à-vent, Torins, and Chenas. The second class comprise Fleuri, Chapelle de Bois, and, in short, all the district of Romanèche.” The buffet at the station of Lyons is very fine, and the landlord, M. Paul, is a liberal wholesale dealer in wines.

After leaving *Dijon* we pass the *Vougeot* station, renowned for its celebrated wines, described by Mr. Redding. We next pass *Nuits* a town of 3000 inhabitants; its wines,

described above, were rendered famous as far back as 1676 by Louis XIV., whose physician prescribed their use exclusively, for the purpose of restoring his health.

Beaune, a town of 11,000 inhabitants. *Hôtel de France*, fair. It contains a fine hospital, founded in 1443; a public library of 10,000 volumes; it has manufactories of cloth, leather, and casks. Its principal trade, however, is in the wines of Burgundy, nearly 100 of the leading mercantile houses being engaged in that business. Over 40,000 butts are annually exported. Monge, the celebrated mathematician and favorite of Napoleon, was born here.

Châlon-sur-Saône, as its name indicates, is situated on both banks of the Saône; it contains 20,000 inhabitants. There is nothing in this town worth seeing. Here the *Canal du Centre* connects the Loire with the Saône. Hotels, *H. du Parc* and *H. Trois Faisans*. There is a granite column supposed to be a relic of the Roman period, also an obelisk to the memory of Napoleon, and a fountain with a statue of Neptune. The town has a school of design, and a public library containing 10,000 volumes. The Hospital of St. Laurent, which is situated on an island in the Saône, is an admirably managed institution, as well as that of St. Louis. The town also possesses a theatre, public baths, and college, manufactories of watches, jewelry, and linen, and exports a large quantity of wine, timber, and charcoal. The famous Abelard died here in 1142; he was buried at the Abbey of St. Marcel, but was afterward removed to the Paraclete. Steamers go down the Saône to Lyons daily in five or six hours.

Macon, situated on the left bank of the Saône; population, 19,000. *Hôtel de l'Europe*. The Huguenots and Revolutionists destroyed or carried away all objects of antiquity from Macon. Travelers from Switzerland change cars here, and can most conveniently break the journey here or at Dijon.

Lyons, see Route No. 123.

From Lyons several trains leave daily for Marseilles, making the distance (see Route 123) in 6 h. 26 m.; fare, 43 fr. 25 c.

Vienna, a very ancient town, anterior even to Lyons, contains 24,807 inhabitants;

hotel, *Table Ronde*. It was made the metropolis of the Viennoise by the Romans, and was the capital of the first kingdom of Burgundy, and the residence of the Dauphin. It has a Gothic cathedral, and numerous ancient remains, among which is the *Castle of Saloman*, supposed by some to be the prison of Pilate, he having been banished from Rome to Vienna, in Gaul, after his return from Jerusalem. Pope Clement V. and Philippe le Bel here held a council in 1311, and abolished the Order of the Templars.

After passing the village of St. Vallier, the *Château de Ponsis* may be seen standing on a hill back of the village of the same name, where it is said Pontius Pilate committed suicide by throwing himself from a rock! Nearly at the mouth of the River Doux, on our left, before we arrive at *Tain*, we perceive a small conical hill. Tradition says that an inhabitant of the town of Condrieu determined to turn hermit, and established his cell on the top of this hill; he amused his leisure hours by breaking the stones and rocks which surrounded his dwelling, and planting among them some vine-slips of the Vionnier species from Condrieu. The Shiraz was afterward introduced. It succeeded to admiration; the hermit's example was copied by others, and the sterile hill-side was soon converted into a vineyard of about 300 acres, which produces the celebrated white and red wines known as the *Hermitage*. The real Hermitage will not keep more than 20 years without altering; that of the first class is not bottled for 4 or 5 years; it is generally sold at that age for exportation; its average price on the spot is about 80 cents the bottle. The quantity produced is about 63,000 gallons, including every quality. A large quantity of the first quality is sent to Bordeaux to mix with the best qualities of claret, to which it gives body, and fits it for exportation. The white Hermitage is made of white grapes only, and is divided into three qualities. This is the finest white wine France produces, and little or none of the first quality is exported. The French value it highly. The second quality is generally passed off as the first to the foreigner, and figures as such in the list of the foreign merchant; its color should be straw yellow, its odor like that of no other known

wine. It is of a rich taste, between that of the dry and luscious wines. It is often in a state of fermentation for two years, but is never delivered to the consumer, if it can be avoided, until fermentation is complete. The quantity of real white Hermitage does not exceed 120 tierces, or 8400 gallons annually. It keeps much longer than the red, even to the extent of a century, without the least deterioration; though when 25 or 30 years old it assumes somewhat of the character of certain old Spanish wines, and its aroma and taste undergo a change.

Valence contains 20,142 inhabitants. It is surrounded by orchards, vineyards, and woods, and inclosed by walls. Principal hotel, *du Louvre* or *Poste*. This was formerly the capital of Valentinois, and was afterward created by Louis XI. into a dukedom for Caesar Borgia. Its principal edifices are a cathedral, containing the tomb of Pope Pius VI., barracks, court-house, citadel, and theatre. The principal occupation of its inhabitants is the reeling and throwing of silk.

A short distance east from Valence is the village of *St. Péray*, noted for its very excellent red and white wines, which are considered some of the very best of the Rhone wines. The sparkling *St. Péray* is a much sweeter and more wholesome wine than champagne, its sweetness being derived from the natural juice of the grape. The red *St. Péray* derives its color from the skin of the grape, which is of a delicate rose tint. The *Grand Mousseux* of *St. Péray* ranks equal to the first-class champagne.

Montélimar is an ancient town of some 11,000 inhabitants, surrounded by boulevards and gardens, and containing an old castle, which, in addition to some manufactories of morocco leather, is the only building of any importance. The Protestant pastor, Daniel Chamier, who drew up the Edict of Nantes for Henri IV., was born at Montélimar. *Hôtel Poste*.

Orange.—Population, 10,622. *Hôtel de la Poste*. This town occupies the site of the ancient *Arausio*, lying about three miles east of the river Rhone, and is very rich in Roman antiquities. Chief among these is the *theatre*, which stands at the foot of a hill in whose side semicircular ranges of seats were excavated; the wall

over against the hill forming the scena is 112 feet in height, 334 in length, and 13 in thickness. The blocks of which it is formed are of immense size, and are perfectly fitted together without cement. Next to the theatre a circus formerly stood, but it has almost entirely disappeared, as well as the Roman citadel which once crowned the summit of the hill.

Just outside the town on the carriage-road to Valence is a Roman *Triumphal Arch* in a tolerable state of preservation; it has been found impossible to ascribe a fixed date or destination to this construction, as with the exception of a few names inscribed on shields, of which *Mario* is the most distinct, it has no inscription of any sort. It is believed, however, to refer to the reign of Marcus Aurelius, and to commemorate his successes in Germany. Orange was formerly the chief town of a small independent principality, which on the death of Philibert de Châlons, Prince of Orange, in 1531, became the inheritance of his sister, wife of the Prince of Nassau-Dillingen. It remained in the possession of the house of Nassau until the death of William III. of England, when it was claimed by the King of Prussia as a descendant of the Princes of Nassau, and was afterward made over by him to France in exchange for other possessions at the treaty of Utrecht. The house of Nassau consequently retains now nothing but the title of Prince of Orange, which is given always to the heir-apparent to the throne of Holland.

Avignon, situated on the left bank of the Rhone, contains a population of 36,407. Principal hotels, *l'Europe* and *Luxembourg*. This is the ancient city of the Popes, whose residence it was for half a century, and under whose jurisdiction it remained for nearly 400 years. Their palace is now used as a military barrack. The city is surrounded by lofty walls, surmounted with battlements and flanked by watch-towers. Among its chief edifices are, the cathedral of *Notre Dame des Doms*, which contains the tomb of Pope Jean XXII.; also, a statue of the Virgin by Pradier, in one of the chapels; the *Church of the Cordeliers*, in which Petrarch's Laura was buried, the *Hôtel des Invalides*, a theatre recently built, and the *Hôtel Crillon*. There are many Roman ruins, and the re-

mains of a magnificent bridge built by the popes. Avignon has many important scientific and literary establishments, a botanic garden, and museum of antiquities. It is the centre of the madder districts of France, the cultivation of which is very general. It contains foundries, forges, and numerous printing establishments. The museum contains many objects of great interest to the antiquarian. In the picture-gallery, where there are a number of very fine paintings, there is a bust of Horace Vernet, the great marine painter, by Thorwaldsen. The library has nearly 60,000 volumes. The Palace of the Popes is rich in historical associations. Here "the redeemer of bright centuries of shame," the immortal tribune Rienzi, was confined a prisoner, chained in a vault in the dungeon, until liberated through the intercession of his friend Petrarch the poet, who was entertained here as a guest. From Avignon an interesting excursion may be made to

Vaucluse, to visit the haunts of Petrarch, the site of whose house between the village and the castle is now occupied by a paper manufactory. The poet first visited Vaucluse as a boy in 1313, and was so charmed with its beauties that he returned again in 1337, and remained sixteen years, during the entire pontificate of Clement VI.

Soon after leaving Avignon we pass

Tarascon, a town of 12,454 inhabitants, whence a railway branches off to Nîmes, Montpellier, and Cette.

In addition to the church of *St. Martha*, a Gothic building of the 14th century, the town once possessed an old castle, begun in 1400, which is now used as a prison; this was for some time the residence of King René, and the scene of great festivities.

Arles, a river-port situated on the left bank of the principal branch of the Rhone, contains about 26,637 inhabitants. Principal hotel, *du Nord*. This town is principally celebrated for its amphitheatre and other Roman antiquities. The former is 459 feet long and 338 wide. It has five corridors and 43 rows of seats, and was capable of holding 25,000 people. It was excavated in 1830. In the middle of the 8th century it was used as a fortress by the Saracens, at the time they were expelled from the city by Charles Martel.

The town is inclosed with old walls. Its streets are narrow and intricate, and houses mostly old and mean; but it has some spacious quays and several good squares. On the *Place Royale* is a handsome town-hall, also the *Cathedral of St. Trophimus*. This saint was said to have been a disciple of St. Paul, and to have planted the first cross in Gaul. The cathedral contains some very good statuary. Near the amphitheatre is an ancient *theatre*, in which was discovered the celebrated "Venus of Arles," now in the museum of the Louvre. Arles is the entrepôt for goods passing from Marseilles and Lyons. It is also noted for being the birthplace of Constantine the Younger, and the seat of many celebrated councils. The most important was held in 314, at which the Donatists were condemned.

The *Town Museum* is filled with antiquities and relics found in or around Arles. At

Rognac, 64 minutes from Arles (branch line to *Aix en Provence*, 63 m., and Grenoble, 9 h. 40 m. from Aix, 33 f. 15 c.

Aix en Provence, 28,000 inhabitants, situated in the midst of almond-groves and olive-trees, which furnish the sweet-oil for which the neighborhood is so famous, is entered by a broad avenue called the *Cours*; this street is ornamented with fountains, one of which, by *David d'Angers*, represents King René holding up a bunch of Muscat grapes, their cultivation having been introduced into France by him. The old town of Aix was the ancient capital of Provence—the scene of gay fêtes and tournaments, and the seat of art and literature. The *Cathedral of St. Sauveur* is a fine Romanesque building of the 12th century, with a handsome cloister, remarkable for the great variety displayed in its columns. The *Museum*, in addition to a mediocre collection of paintings, contains a great number of antiquities, chiefly Roman, such as bronzes, mosaics, inscriptions, sculptures, etc., found in the neighborhood. A bathing establishment has been erected over a mineral source in the suburbs; but the medicinal qualities of the waters are so slight that they are generally taken as ordinary warm baths.

Aix to Lyons, in 14 h. 46 m.; 48 fr. 5 c.

Mirabeau is passed, with a ruined castle situated on a height above the village,

formerly the family seat of the celebrated Revolutionary leader of that name. Although not born here, many of Mirabeau's early years were passed in this château.

Gap, the chief town in the Département des Hautes-Alpes, contains 8167 inhabitants. This was the ancient *Vapincum* of the Romans, but with the exception of a small *Museum of Antiquities*, it contains little to interest the traveler. The railway from Gap to Grenoble was completed in 1881, making a new and interesting line from Lyons to Marseilles through Grenoble and Aix en Provence.

[Grenoble may be reached by rail from Lyons in 3 h. 13 m.; fare, 14 fr. 90 c. At

Voiron, a town of some 10,000 inhabitants, occupied in the fabrication of canvas and other coarse tissues, travelers may leave the train, and make an excursion to the Grande Chartreuse. Hotels at Voiron, *du Midi* and *Commerce*.

The *Grande Chartreuse* is reached by taking a diligence, which runs three times a day to St. Laurent, a distance of ten miles. For the remaining distance to the monastery, eight miles, a private vehicle is necessary; these are to be found in abundance at St. Laurent, the owners asking about ten francs to go and return.

The road from Voiron first ascends a steep hill which commands a fine view of the Grésivaudan valley, and, after crossing the valley, enters a beautiful gorge, overshadowed by bold and rugged cliffs, which leads to the valley of Le Giners; this is also crossed before reaching *St. Laurent*.

St. Laurent du Pont is a village of some 1800 inhabitants, situated 1500 feet above the level of the sea. A char-road has been constructed from here to the convent, for the purpose of transporting the timber and charcoal produced by the mountain-forests. Chars, horses, or mules may be hired here; the price of a horse is 4 fr. 50 c., and 2 fr. for the man. The ascent to the convent is very interesting; the road follows the Giners Mort, and enters at Fourvoirie, about a mile from St. Laurent, a narrow gorge, where the mountains seem almost to close together above the rushing torrent, which is here spanned by a single-arched bridge. On the route cut between the mountain and the river

stands a gateway, formerly used for purposes of defense, as well as to mark the limit of the monastical domain. From here the road continues to ascend through the midst of dense forests, and crosses the Giners by a fine skew-bridge, called the *Pont de St. Bruno*, now used instead of the old bridge of the monks, *Pont Pérant*, which lies higher up the stream.

The convent of the *Grande Chartreuse* itself possesses little that is picturesque, or even interesting, from an architectural point of view. It is a large, irregular pile of buildings, none of which date back farther than the 17th century, owing to several violent conflagrations which have destroyed the more ancient structures.

The Order of the Grande Chartreuse was founded by St. Bruno in 1084. He was descended from an opulent family of Cologne, and was induced to retire from the world, owing to the startling apparition (so says tradition) of a learned Parisian doctor, who, while being followed to his grave, suddenly burst from his coffin, and exclaimed, "I am accused by the just judgment of God." This occurrence affected so deeply the minds of St. Bruno and six of his friends that they determined to retire into the wilderness, which they did, living for some time in clefts of the rocks. The first cells built were situated higher up a mountain than the present convent; but they and many of their occupants having been swept away by an avalanche, a building was erected on the present site in the beginning of the 12th century, during the lifetime of the fifth prior, Guignes. The order increased so rapidly in power and influence that it possessed at one time no less than 200 convents, among which the Charterhouse in London was numbered. At the present time each monk has three small rooms and a garden to himself; the furniture consists of a bed, a chair, a table, a crucifix, and book-shelves, also a working bench with tools. There are now 40 monks, or *pères*, here, dressed in white; these are usually men of good birth, who make some donation on entering the convent; the *frères*, or serving monks, are dressed in brown, 20 in number, and are employed in various trades, or in overlooking the servants. The severity of the conventional rule has been of late years somewhat relaxed; for-

merly the pères were not allowed to speak, and remained in their cells, except on Sundays and fête days, when they dined together as now, but always in silence. In the present day, however, they are allowed to walk about together in the mountain on Thursdays, when they may also answer if addressed by strangers. Male visitors are received by one of the fathers (the Père Procureur), who is absolved from the vow of perpetual silence. By him they are conducted to the chapel, a plain hall, where services are performed night and day, and to the burial-ground, a small inclosure destitute of monuments. At the death of each monk a small cross of lath is placed above his head, but this soon disappears. The stone crosses formerly placed above the graves of abbots and generals were destroyed during the Revolution.

The monastery is shown to visitors four times a day—at 8 A.M., 10 A.M., 1 P.M., and 4 P.M. The gates of both convent and infirmary are closed at 9½ P.M., and no one is admitted before morning. Visitors (male) are lodged in the convent for a small sum, and female visitors find rooms in what was formerly the infirmary, now occupied by Sœurs de Charité. No stranger is allowed to remain more than two days. Although females are not restricted to the limits of the gateway as formerly, none except princesses of the blood are allowed to enter the convent, one of the most important of its rules being the following:

“Nous ne permettons jamais aux femmes d'entrer dans notre enceinte; car nous savons que ni le sage, ni le prophète, ni le juge, ni l'hôte de Dieu, ni ses enfans, ni même le premier modèle sorti de ses mains, n'ont pu échapper aux caresses ou aux tromperies des femmes. Qu'on se rappelle Salomon, David, Samson, Loth, et ceux qui ont pris les femmes qu'ils avoient choisies, et Adam lui-même: et qu'on sache bien que l'homme ne peut cacher du feu dans son sein sans que ses vêtemens soient embrasés, ni marcher sur des charbons ardens sans se brûler la plante des pieds.”

Guides and mules may be procured at the convent for making the ascension of the *Grandson*, the highest of the neighboring peaks (6470 feet).

Returning to the railway and continuing on our route, we approach the town of Grenoble, which is hidden from view by a

mountain buttress which projects forward to the Isère. This is covered with fortifications, whose guns are enabled from their position to sweep the valleys of the Drac and the Isère. They rise one above the other to the height of 918 feet, and occupied ten years in their construction. The crowning fortress is called the *Bastille*, from the remains of an old feudal castle inclosed within its works. At the base of the rock stands the suburb of St. Laurent, separated by the river from Grenoble.

Grenoble.—Population, 42,660. Grenoble is reached from Lyons in 3 h. 13 m.; fare, 14 fr. 90 c.;—from Marseilles, *via* Aix en Provence, in 11 h. 5 m.; fare, 36 fr. 70 c.;—from Chambéry, in 2 h.; fare, 7 fr. 75 c.;—from Aix-les-Bains, in 3 h. 11 m.; fare, 10 fr. 75 c. The hotel *Monnet* is very good. Its fortifications have lately been reconstructed. There are some fine public buildings, such as the college, museum, public library, and prefecture. The *Cathedral of Notre Dame* contains a richly sculptured Gothic tabernacle of the 15th century. Visit the church of *St. André* to see the monument of *Bayard*, brought from the church of the Minimes. *St. André* was formerly the chapel of the dauphins, but their monuments have all disappeared. Below the church of *St. Laurent* an ancient crypt may be seen with 28 marble piers, dating from the 6th century. The staple manufacture of Grenoble is that of leather gloves, in which between 14,000 and 15,000 persons, mostly women, are employed in and about the town. As many as six million pairs, valued at \$2,500,000, are made here annually. The best kid skins of which they are made come from Annonay.

An excursion may be made from Grenoble to the *Château Bayard*, the birthplace of the *Chevalier sans peur et sans reproche*, the *Salette*, and *Grave Gluifiers*.

Rognac, whence the line to Gap branches off, is but forty minutes by rail from

Marseilles, the commercial capital of France, and for a long time possessed of the most important share in the commerce of the Mediterranean. Its quays are very magnificent, and its harbor is always crowded with the shipping of Southern nations. It contains a population of 318,868 souls.

Principal hotels, *Grand Hôtel du Louvre et de la Paix* and *Grand Hôtel de Noailles*. The *Grand Hôtel du Louvre et de la Paix* is a magnificent first-class house, on the Rue Noailles (*canebière prolongée*), with 250 rooms and 20 salons, a beautiful covered court, and southern exposure; well managed by M. Neuschwander. The *Grand Hôtel de Noailles*, 24 Rue de Noailles, is ranked among the first houses of Europe. It is well situated, magnificently appointed and furnished. One of its principal attractions is a large garden restaurant in the establishment.

Marseilles was founded by the Phœnicians 600 years before Christ, and served as their refuge from the vengeance of Cyrus. It soon became the entrepôt of all the surrounding countries; founded many fine colonies; was long celebrated for the cultivation of letters and arts; preserved its liberty under the Romans, and often acted as an independent republic; but it has left but few traces of its ancient wealth and grandeur. These consist of a few fragments of sculpture, and a few Greek inscriptions. The harbor is the most commodious in France, and capable of containing 1200 vessels. Its entrance, which admits only one vessel at a time, is defended by two hills, surmounted by the forts St. Jean and St. Nicolas, and the road is defended by the fortified islands Château d'If, Pomègue, and Ratoneau. The number of vessels that arrive and depart from Marseilles in the course of the year is over 25,000. The connection of Algiers to France has given a very great impetus to the prosperity of Marseilles, as it monopolizes nearly the whole of the trade of that

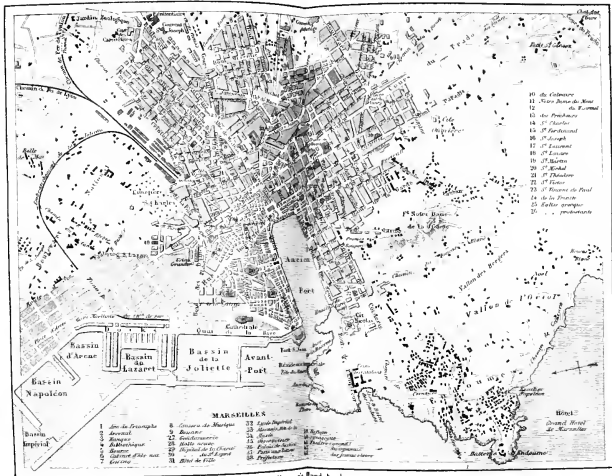
colony. Marseilles suffered severely from the ravages of the plague in 1720. Over one half of the population of the town was swept away. The scourge lasted the whole summer. It was from here St. Louis sailed with an immense fleet of galleys—all of which Marseilles furnished—on the crusade. Marseilles has been the birthplace of several very celebrated persons, among whom are M. Thiers, historian and expremier, son of a blacksmith; the astronomer Pytheas, the preacher Mascaron, and the sculptor Puget. It was united to the crown of France by Louis XI. in 1481. The public garden of Marseilles is very beautiful; by no means fail to take a drive or a walk to it. A new *Museum* has been erected, containing a collection of about 150 paintings, among which a Perugino, Rubens, Andrea del Sarto, and one or two others are worthy of attention. New and beautiful buildings were erected on every side during the reign of the late emperor, adding greatly to the attractions of the city. The principal churches are *St. Victor* and *Notre Dame de la Garde*.

St. Victor is the oldest church in the city, the crypts having been constructed as early as the 11th century. Its two battlemented towers, which give it somewhat the air of a fortress, were erected during the pontificate of Urban V., who was abbot of an adjoining monastery, and is believed to have been buried here.

Notre Dame de la Garde is a fine Romanesque church, situated on the summit of a hill, to which it gives its name, and overlooking from its lofty position the town and harbor. Within the church is an image of the Virgin of great antiquity, which is held in the highest veneration, and to which innumerable pilgrimages are made by the sailors and fishermen of the Mediterranean. The walls and roof of the building are covered with votive offerings, among which are many models of ships and a number of ostrich eggs. Over the altar is a modern statue of the Virgin, 4 feet high, in silver.

Steamers leave Marseilles daily or weekly to nearly every port on the Mediterranean. The principal line is that of the French Messageries Maritime Company. They have one line of steamers that sail *direct* to Constantinople, stopping only at Messina and Athens; one line direct to

MARSEILLES



Alexandria, in Egypt, stopping at Messina and Palermo; one line to Naples, stopping only at Civita Vecchia; a line to Naples, stopping at Genoa, Leghorn, and Civita Vecchia; also a line to Algiers. The company employ nearly sixty steamers, and the time is so admirably arranged that they all connect at different points. They also have a line from Alexandria, Egypt, to Constantinople, stopping at Jaffa, Beyrout, Tripoli, Alexandretta, Rhodes, and Smyrna. These are decidedly the best boats, and their *table d'hôte* is excellent. The Company publish a small book, giving the names of the different boats, their time of starting, and fares from all the different points, which is of incalculable benefit to the traveler; they may be obtained gratis at the Company's office in Paris or Marseilles. As the fare and time of sailing are changeable, it is bad policy to insert any time in a work of this description. *Sailings*, weekly, to all Spanish ports.

Restaurant.—The best in Marseilles is the *Restaurant Fouque*, at the *Hôtel d'Orleans*, 19 Rue Vacon, where, in addition to the finest French *cuisine*, the famous Marseilles specialty, the *bouillabaisse*, a dish of curried fish, receives particular attention.

ALGERIA.

The province of Algeria extends along the Mediterranean coast for about 600 miles, and contains over 100,000 square miles of territory. It is divided geographically into three portions—the sea-coast, the Atlas or mountainous district, and the *koblah*, or pasture-grounds bordering on the desert. The two former divisions are the most valuable portions of the territory; the soil is fertile, and the climate delightful. Oranges, pomegranates, and lemons grow in abundance, and experiments made with cotton, tobacco, and sugar-cane have met with great success. The mineral resources of the country are also good; zinc, iron, copper, and lead are the most abundant.

The native inhabitants are chiefly Arabs and Moors, and exceed 2,000,000 in number.

This country was invaded by the French in 1830, when Algiers, the capital of the province, was taken; but it was not until 1847, after the surrender of the famous Abd-el-Kader, that the entire territory was con-

quered. Great improvements have been made since that time; roads have been constructed, schools established, swamps drained, and some progress has been made in agriculture.

Algiers, the capital of the province, is situated on the Mediterranean coast, and its streets, rising one above another on the side of a steep hill, present a very pretty view at a little distance from the shore. There is no such difficulty in landing as may be experienced in other Eastern cities, and one recognizes with pleasure the effect of French discipline. The *Hôtel d'Orient* and the *Hôtel de Régence* are among the best. Algiers has been for the last few years a great resort for invalids, its climate being superior to that of the south of France or of Italy. The cost of living is also less, and the comforts quite as good.

The city is fast changing its Moorish aspect and assuming the appearance of a French town, and, though thus losing a great deal that is picturesque, it gains in health and cleanliness.

The colony of Algiers is divided into three provinces, Algiers, Oran, and Constantine, with capitals of the same name. The boundaries of the colony are, the Mediterranean on the north, the Desert of Sahara on the south, Tunis on the east, and Morocco on the west. Steamers sail weekly from Marseilles.

From *Marseilles to Nice*, distance 155 miles; time, 6 h. 40 m.; fare, 27 fr. 70 c.

Toulon is the great naval arsenal of France on the Mediterranean, and second only to Brest in the empire. It contains about 77,126 inhabitants. Principal hotel, *Grand Hôtel*, a large, first-class, elegant establishment, situated on its own beautiful grounds, admirably conducted by M. Monticone, also proprietor of the *Hôtel Plat d'Or* at Trouville. It is strongly fortified, defended by a double line of bastioned fortifications, and strengthened by forts on the adjacent heights. The French consider it impregnable. Around the harbor are magazines and arsenals, ship-building docks, rope and sail works. Toulon was originally a Roman colony; it was taken by the Constable of Bourbon in 1524, and by Charles V. in 1536. It was also taken by an English expedition in August, 1793, commanded by Sir Sidney Smith; but the

5000 British troops being inadequate to garrison so vast an extent of works, and the important pass of Ollioules—the only approach to the city on the west—being left unguarded, it was entered by 50,000 mad Republicans, reeking with the gore of the inhabitants of Marseilles and Lyons. Enraged that a place of so much importance should have been given up to the enemy, they massacred all who came in their way, friends or enemies. Two hundred of their friends, the Jacobins, who had gone out to meet them, shared the same fate. Six thousand unfortunate victims were murdered by order of the Committee of Public Safety, of which Robespierre was at the head, notwithstanding the French general Dugommier, and Bonaparte, who was acting under him as lieutenant, protested loudly against this wholesale massacre. Fifteen thousand of the inhabitants took advantage of the English fleet, embarking thereon. Here, at Toulon, young Bonaparte, for the first time in command, had an opportunity of displaying his vast military genius in planning and directing the batteries on the heights of Brégaillon, Evesca, and Lambert, which positions commanded all the forts held by the enemy. A few days after they opened their fire the British and Spanish fleets were standing out to sea. In 1707 the English and Dutch fleets, and an Austrian and Sardinian army, bombarded the city, but were compelled to retire. The Musée de la Marine and the Botanical Garden—the last is outside the town—are well worth a visit.

Hyères is seven miles from Toulon. Hotel, *Des Ambassadeurs*. *Hyères* is one of the warmest, most sheltered, and popular winter residences in the south of France. It is situated three miles from the sea, and is surrounded by lovely orange-gardens, while the olive, vine, and palm-tree flourish in abundance. Every comfort necessary for the invalid may be found here. The Casino contains a club, news-rooms, assembly-rooms, and library, with elegant saloons for balls and reunions. The excursions are numerous; horses and donkeys cheap, the latter only two francs per day. There are several Roman ruins in the vicinity—the city of Pomponia, the fountain of St. Salvador, etc.; while the lovely villas peeping through the immense pine forests produce a most beautiful effect.

Continuing from *Hyères* on our route to *Nice*, we reach the town of

Fréjus, which occupies the site of the *Forum Julii*, founded by Augustus. This town contains numerous and interesting Roman remains, chief among which are those of an *aqueduct*, which has been traced up the valley of the *Siagnolle* for more than 25 miles; the piers and arches are in many places entirely unimpaired by time. Passing *St. Raphael*, whence Napoleon I. embarked for *Elba* in 1814, we soon reach

Cannes, a town delightfully situated on a bay of the same name, one hour by rail from *Nice*. Principal hotels, *Hôte's Beau Site* and *de l'Esterel*, and *Hôtel Prince of Wales*. The *Beau Site* and *Esterel* now form one property; are in lovely positions in fine grounds, and well managed by the proprietor, M. Gongoltz. The *Prince of Wales Hotel* is one of the finest hotels in Europe, with every luxury and convenience, carried on under the experienced supervision of M. de la Blanchetais. *Cannes* is noted for the salubrity of its atmosphere, and is a favorite winter resort for many who are in delicate health. In the summer the sea-bathing is very agreeable, beginning as early as April and lasting until the end of October. The church of *Notre Dame de l'Espérance* is situated on the *Mont Chevalier*, at the base of which the old town lies. It is greatly revered by sailors, and is well filled with their votive offerings. The ruins of an old square tower, erected in 1070 by the Abbot of *Lérins*, adjoin the church. The scenery in and around *Cannes* is delightful, and numerous excursions may be made, in carriages or on foot. *Voitures de place* are stationed on the *Cours de la Marine* and in the *Rue Fréjus*; prices fixed by a tariff.

NICE

- 1 Psychotane
- 2 Hotel de Ville
- 3 Banque
- 4 Palais de Justice
- 5 Facteur
- 6 Cathedrale
- 7 Sous-homme de Tice
- 8 Temple Anglais
- 9 Theatre Francais
- 10 Opera Italien
- 11 Opera Comique
- 12 Opera Bouquet



Nice, which in the Greek means victory, is beautifully situated on the Mediterranean, with a fine southern aspect, protected from the chilling winds of the North by a spur of the Alps, which rises behind it like a gigantic amphitheatre. Since its annexation to France it has rapidly improved in population. The principal hotels are the *France* and *d'Angleterre*. The *Hôtel de France*, admirably conducted by Mr. Zundel, is beautifully situated on the Quai Massena, near the Promenade Anglaise, commanding a fine view of the sea. It contains reception, smoking, and reading rooms, with English and American newspapers; the proprietor and servants speak English. The *Hôtel d'Angleterre* has for a long time maintained its position as one of the best houses in Europe. The "Jardin des Plantes" and English Promenade are immediately opposite. For families spending the winter in Europe, Nice offers all the advantages of a capital in the matter of education: masters of languages, of music, of design, of dancing, gymnastics, etc., are numerous. There is a public library, museum, Italian opera, theatre, and numerous clubs. The city is surrounded by numerous elegant villas. Carriages and donkeys, to make the numerous excursions, are plentiful and cheap.

The city of Nice is divided into three quarters, viz., the Old Town, the Harbor, and the *Quartier de la Croix*. This last, in which are situated the principal hotels and lodgings inhabited by foreigners, is so called from a marble cross erected in 1538 to commemorate the visit of Paul III., pope of Rome, who came to reconcile Francis I. of France with the Emperor Charles V. of Germany. Immediately opposite this stands a monument to commemorate the visits of Pope Pius VII. in 1809 and 1814. Here are situated the *Public Garden* and the *Promenade Anglaise*, a very beautiful promenade facing the sea, where for three hours every afternoon may be seen

all the fashions of the world, from the Empress of all the Russias downward.

The climate and waters of Nice are noted for the cure of indigestion, serofula, nervous affections, paralysis, neuralgia, all lymphatic maladies, and diseases of females.

The excursions and ruins in the vicinity of Nice are numerous. To obtain a view of the town and its surrounding country, ascend to the top of the old château, which is situated at the back of the Old Town.

Visitors taking apartments should consult a physician as to situation; Dr. Montanari is in high repute.

Garibaldi and Masséna were born in Nice, the former at 4 Quai Cassina. The tomb of Gambetta is in the Cimetiére du Château, near the top of the hill.

The *Anglo-American drug-store* is at 9 Quai St. Jean Baptiste, under the Grand Hôtel; prescriptions are carefully prepared.

The best restaurant in Nice is the *London House and Restaurant des Frères Provençaux*, 10 Jardin Public, where repasts are served up in the most elegant style, with American and Russian specialties. This house has an American bar at No. 3 Croix de Marbre.

The drives around Nice are numerous and delightful. The principal is that to the Franciscan monastery of *Cimella*, about $2\frac{1}{2}$ miles from Nice. The monastery stands on the site of the Roman town of Corneli-um. Ladies, however, are not permitted to enter. There are some remains of a Roman amphitheatre extant. The *Château St. André*, $3\frac{1}{2}$ miles from Nice, is another excursion; the view, however, is the same from both points. From Mt. Chevalier, where are the remains of an ancient fort, a magnificent view is obtained. For particulars of the trip, see Index, "Different Routes and Passes into Italy."

The railway is now opened from *Nice to Genoa*, passing through Monaco, Mentone, etc.; time from Nice, 8 h. 5 m.; fare, 20 fr. 90 c.

Monaco should by all means be visited from Nice. The kingdom of Monaco is the oldest and smallest in the world. For its age, the present prince is a descendant of the Grimaldi, of the *tenth* century, who drove the Saracens from his dominions. For its size, you can to-day shoot an arrow over it in any direction; yet it possesses a palace, ships, a harbor, a newspaper, a pa-

tron saikt (whose remarkable fête takes place on the 27th of January), ramparts, cannon (?), etc.

The prince leases the most beautiful portion of his dominions to a French company, which has built a most magnificent casino and grand hotel. This company is the same which has done so much to improve Homburg and other fashionable watering-places. The *Grand Hotel*, new and elegantly furnished, where families may pass a season comfortably and in respectability. The *Hôtel Victoria* is a new, first-class house, in a lovely position, three minutes above the Casino. The *Hôtel Beau-Rivage* is a large, fine, very respectable house, facing the sea, on the Monaco road, and close to the Casino. At the *bath-house* are both salt and fresh water bathing, the temperature being the same during the winter as the months of June and July in Paris. The Casino is open during the *entire year*, with play-rooms, ball-rooms, dancing-rooms, and reading-rooms, with daily concerts. Pigeon-shooting in January, and races at Nice under the company's management.

Mentone, with about 10,000 inhabitants, is some 15 miles from Nice. Hotel: the *National*, a magnificent new house, near the station, and commanding a most glorious view. This town, noted for the purity of its atmosphere, is attracting much attention as a winter residence. The town is divided into two quarters by a projecting promontory, on the summit of which stands an old Genoese fort. The hill, which bears the remains of an *old castle*, is now used as a public cemetery. The *Casino* is an elegant building, situated in the centre of the town, and containing ball, concert, and reading rooms. Balls and concerts are given frequently during the season, the price of admittance for that period being 60 fr. Two miles from Mentone by rail is *Ventimiglia*, the first Italian town, where baggage is examined. Very good *Buffet-restaurant*; plenty of time for table d'hôte breakfast or dinner. Hence to Genoa, see Route 213 and p. 742.

ROUTE No. 125.

Paris to Turin, via Macon, Bourg, and Ambérieu; or to Turin, via Macon, Bourg, Ambérieu, Aix-les-Bains, Chambéry, St. Jean de Maurienne, and Modane. Time, by rail to Geneva, 11 h. 42 m.; fare, 77. fr. 5 c. Time to Turin, 18 h. 24 m.; fare, 100 fr. 20 c.

From Paris to Macon, see Route No. 124.

Bourg contains 13,733 inhabitants, and is the chief town in the Département de l'Ain. *Hôtel de l'Europe*. Possessing neither trade nor manufactures, it has but one object of interest, the church of *Notre Dame de Brou*, just outside the town, constructed between 1505 and 1536 by Margaret of Austria, governor of the Netherlands. This building, preserved from destruction during the Revolution by the precautions of the inhabitants, who filled it with hay, is built in the latest Gothic style, verging into the Renaissance; within are some superb monuments, of which perhaps the finest is that of Philibert le Beau, Duke of Savoy, husband of the founder, Margaret of Austria. On one side of him is the monument of his mother, Margaret de Bourbon, Duchess of Savoy, while on the other is that of Margaret herself, whose motto, "*Fortune—infortune—forte une*," is to be seen inscribed on different parts of the building. These tombs are all of white marble, executed by Conrad and Thomas Meyt, artists of Dijon. From Bourg the railway keeps near the base of the Jura, and after passing *Pont d'Ain*, a town of 1406 inhabitants, crosses the Ain by a six-arched bridge, and reaches

Ambérieu. (For route from here to Geneva, see Route No. 123.)

Aix-les-Bains.—Population, 4000. Principal hotel, *Hôtel de l'Europe*, well man-

aged, and situated close to the Casino. This celebrated watering-place, the *Agnæ Gratinæ* of the Romans, is greatly resorted to for its sulphureous springs, which are particularly efficacious in cases of rheumatism and neuralgia, as well as for skin diseases. The temperature of the waters varies from 100° to 117° Fahrenheit. They are chiefly employed for baths, the *douche* bath being the one most in use. The Bath-house is a handsome building, erected by a former king of Sardinia. The hot water is here introduced in a manner to fall in streams from a height of eight or ten feet upon the patient; after the douching process he is thoroughly rubbed by attendants, then wrapped in a blanket, sent home in a sedan-chair, and then put to bed.

The town contains some Roman antiquities, such as a *Triumphal Arch*, a portion of an *Ionic temple* dedicated to Diana, and some remains of the Roman baths. The *Casino* contains reading, ball, and concert rooms, and fine grounds. An elegant new theatre (with a fine restaurant) was attached to it in 1882.

The *Casino Villa des Fleurs* was opened in 1880; nearer to the station, and connected with the grounds of the *Hôtel de l'Europe*. It is an attractive and well-mounted establishment; dramatic performances and concerts are daily given in its theatre; the restaurant is one of the best in the south of France.

An excursion should be made to the monastery of *Haute-Combe*, a former burial-place of the house of Savoy.

Aiz-les-Bains to Geneva, in 3 h. 38 m. (bad connection, 1 h. 33 m. from Culoz); fare, 9 fr. 90 c.;—*to Grenoble*, see Grenoble;—*to Lyons, via Culoz and Ambérieu*, in 4 h. 54 m.; fare, 15 fr. 35 c.;—*to Paris*, in 12 h. 6 m.; fare, 70 fr. 75 c.;—*to Annecy*, in 1 h. 22 m.; fare, 4 fr. 95 c.

Chambéry. Population, 20,000. Hotels, *de l'Europe* and *des Princes*. This town is noted for the manufacture of silk gauze and various other fabrics. The remains of the ancient castle of the princes of Savoy, ancestors of Victor Emanuel, may still be seen. The castle was erected in 1230, and is now being repaired. Contiguous to the promenade, which leads to the town, may be seen the monumental fountain erected in honor of General de Boigne, a native of Chambéry, who made

an immense fortune in the service of the Rajah of Scinde, India, all of which he bequeathed to the town.

The supposed winding-sheet of the Saviour, now at Turin, was deposited in the castle of Chambéry for a long time, to see which many noted pilgrims resorted thither, among whom was Francis I. of France. The town is dull, and has but little to see. There is a cathedral, public library, college, and theatre.

A short distance from the town is the villa *Les Charmette*, where resided for a time Madame de Varens and J. Jacques Rousseau. Madame de Varens was buried in the church of Lemanc. See here the tomb of General de Boigne. Travelers generally stop here to break the *voyage* between France and Italy.

Montmélian (Hôtel des Voyageurs). The castle of Montmélian was long the bulwark of Savoy against France. It was nobly defended by Geoffroy Bens de Cavour against Louis XIII., but subsequently destroyed by Louis XIV. in 1705. A very good white wine is produced here. In crossing the bridge over the Isère a fine view may be obtained of Mont Blanc, the only point on this route from which it may be seen. The next station is St. Pierre d'Albigny.

Aiguebelle (Hôtel Poste). Most of the inhabitants here are afflicted with the goitre, the situation of Aiguebelle being remarkably unhealthy on account of the marshes. The Castle La Charbonnière was the birth-place of several of the counts of Savoy. Crossing the River Arc we come to the stations of *La Chambre St. Julien*, where excellent wine is produced, and *St. Jean de Maurienne (Hôtel de l'Europe)*. Population, 3000. The cathedral here is the only object worth the traveler's attention.

St. Michel (Hôtel de la Poste), railway restaurant. From St. Michel the railway begins to ascend, taking its course through a beautiful gorge, and crossing the Arc on the iron bridge of La Denise, reaches

Modane, during which time it rises 1128 feet, or about 110 feet a mile. *Hôtel Lion d'Or*. This town (population, 1500) is the terminus of the Italian railway; the *custom-house* here awaits the traveler. From here to Turin the railway time is that of Rome, 47 minutes faster than Paris time.

For account of the Mont Cenis Tunnel and its construction, see page 744.

Turin (see Index).

base of the second ridge of the Jura, 2716 feet above the sea-level. *Hôtel Poste*. From here to the frontier the railway follows for a little distance the course of the River Doubs and enters a narrow defile, the pass of *La Cluse*, which is commanded by the Château de Joux. This fortress, situated on the summit of a rock, nearly inaccessible, served as a prison for many political offenders during the first empire; here the unfortunate Toussaint l'Ouverture ended his days after he was transported from San Domingo. Mirabeau also passed some days in prison here (1776), owing to a *lettre de cachet* obtained and used against him by his own father.

At Pontarlier, February 1, 1871, General Clinchant, the successor of Bourbaki, signed a convention with the Swiss, by means of which his army of 85,000 men was allowed to cross the frontier.

From *Pontarlier to Neufchatel and Lausanne*, see Route 16, Vol. III., Switzerland.

Pontarlier to Neufchatel, in 1 h. 36 m.; fare, 6 fr. 10 c.;—*to Lausanne*; time, 2 h. 13 m.; fare, 8 fr. 15 c.;—*to Berne*; time, 3 h. 27 m.; fare, 12 fr. 90 c. (Route 16, Vol. III., for all these; also Route 44, Vol. III., for Berne).

ROUTE No. 126.

Paris to Neufchatel and Lausanne, via Pontarlier. Time to *Neufchatel*, 11 h. 32 m.; fare, 64 fr. 15 c.;—*to Lausanne*; time, 12¼ h.; fare, 65 fr. 20 c.;—*to Berne*; time, 13 h. 23 m.; fare, 68 fr. 80 c.;—*to Pontarlier*; time, 9 h. 5 m.; fare, 57 fr. 5 c.

For description of *Dijon*, see Route No. 124.

This is the shortest route from Paris to Switzerland, *via* Dijon, Dôle, and Pontarlier, although many travelers take the route to Geneva from preference.

Dôle, a pretty town of some 11,100 inhabitants, was formerly the capital of the county of Burgundy. It afterward became a Spanish possession, and was fortified by the Emperor Charles V. The works were destroyed, however, by Louis XIV., during whose reign the Franche-Comté was united to France. *Hôtel de Genève*.

Three trains run from here daily to Neufchatel, reaching that town in six hours.

Pontarlier, the frontier town of France, contains 4945 inhabitants; it stands at the

ROUTE No. 127.

Paris to Basle, via Nogent, Troyes, Chaumont, Vesoul, Belfort, and Delle, or Mulhouse. Time, 10 h. 40 m.; fare, 62 fr. 40 c.

Leaving Paris by the terminus of the Chemin de Fer de l'Est, Boulevard Sebastopol, the road follows the route to Strasbourg as far as *Noisy-le-Sec*, where it branches off toward *Nogent-sur-Marne*, crosses the river on a lofty viaduct, and reaches

Ozouer-le-Ferrière.—Three miles from here is Ferrières, the magnificent château of Baron Rothschild, containing a good picture-gallery and library, and surrounded by very fine grounds. Here the conference took place, in September, 1870, between Jules Favre and Bismarck relative to the preliminaries of peace.

Nogent-sur-Seine is a town of 3641 inhabitants, situated on the Seine, which here becomes navigable. About four miles beyond the town, in the valley of Ardusson, formerly stood the celebrated abbey of *Paraclete*, whose site is now occupied by an iron-Forge. This abbey was founded by Abelard in 1123, was afterward the retreat of Héloïse, and became finally the resting-place of both. During the Revolution the abbey was sold, and the sarcophagus containing their remains was removed, first to Nogent, and afterward where it now reposes, in the cemetery of Père-la-Chaise.

Troyes is a pleasant town, situated on the Seine, whose waters are conducted through the town by means of canals. Population, 35,676. *Hôtel des Courriers* and *Hôtel St. Laurent*.

The *Cathedral of St. Peter and St. Paul* is a fine building, with a choir dating from the 13th century; it contains some beautiful stained glass of the 13th and 14th centuries. Before the high-altar of this church Henry V. of England was affianced to the Princess Catharine May 20, 1420, and on the following day the treaty of Troyes was signed, by which the English sovereign was made heir to Charles VI., a treaty full of disaster to both countries. The marriage of the king and princess took place in the church of *St. Jean*, a building of the 14th and 15th centuries, now in a rather dilapidated condition. In addition to several other ancient churches, the town contains a museum and public library, with 109,000 volumes and 2000 MSS.; these include part of the library of the Abbey of Clairvaux.

From *Jessains*, four stations farther

on our route, diligences run twice daily to

Brienne-Napoléon, a small town of 2078 inhabitants, where Napoleon I. entered school (1779) at the age of ten years, unable to speak any language but Italian. The military college attended by him was suppressed in 1790, and the building itself was afterward destroyed. In his will the emperor left 1,000,000 fr. to the town; his statue (by Rochet), dressed in the costume of a pupil of the military school, was erected in 1848, and stands in front of the *Mairie*.

Bar-sur-Aube is passed before we reach *Clairvaux*.—Here formerly stood the celebrated *Abbaye de Clairvaux*, founded by St. Bernard when but 24 years of age. The building is now used as a prison (*Maison Centrale de Détention*).

Chaumont is a dull town of 8600 inhabitants, containing little of interest. There is a species of *Triumphal Arch*, begun by Napoleon I. and finished by Louis XVIII.; also an old tower, the only remaining portion of the once powerful castle of Haute-Feuilles, belonging to the counts of Champagne. *Hôtel Ecu de France*.

Langres is situated on the summit of a hill overlooking the Marne. Population, 8320. *Hôtel de l'Europe*. This town occupies an important military position, commanding the passage from the valley of the Saône into that of the Seine, and has consequently been made into a first-class fortress. Its citadel was erected under Louis Philippe, and four detached forts were begun during the reign of Napoleon III. In addition to a fine *cathedral* (St. Mammes), the town contains some few Roman remains; it is mentioned by Cæsar as the capital of the Lingones. The finest species of cutlery is produced here and throughout the department, the greater portion being manufactured at *Noget-le-Roi*, six miles distant.

From *La Ferté Bourbonne* station diligences run to *Bourbonne-les-Bains*, a small watering-place of 4057 inhabitants, frequented for its hot saline springs, efficacious in scrofulous affections, rheumatism, and paralysis. The temperature of the waters is about 138° Fahr. *Hotel, La Maison Buvain*.

Vesoul.—Population, 7614. *Hôtel de la Cigogne*. This town is picturesquely situ-

ated at the confluence of the Durgeon and Columbine rivers, and is the capital of the Département de la Haute-Saône. It contains a town-hall and college, but possesses no buildings with any great claim to architectural beauties.

A branch railway runs from here to Besançon, giving communication with Lyons, via *Lons-le-Saulnier* and *Bours*.

Belfort.—Population, 8400. *Hôtel de l'Ancienne Poste*. Here is the French frontier custom-house, where the baggage and passports are examined. This is a first-class fortress, commanding the passage between the Vosges and the Jura, defending the entrance from Switzerland into France; and, since the change made in the boundary-line by the Treaty of Frankfort, defending the entrance from Germany as well. It consists of the *town*, lying between the hills of La Justice and La Miotte and the left bank of the Savoureuse; the *citadel* to the southeast, overlooking the town; and of the *faubourgs* de Montbéliard, de France, des Ancêtres, and de Brisach. Between the hills of La Miotte and La Justice lies an *intrenched camp* capable of holding 20,000 men, and defended on the eastern side by two forts, named after the contiguous hills.

This fortress sustained a protracted siege during the Franco-Prussian war of 1870. It was first undertaken in November by the German Landwehr under Tresckow, but upon the advance of Bourbaki to its relief the Germans were reinforced by the army corps of Von Werden. Three desperate but unsuccessful attempts were made by Bourbaki—January 15, 16, 17—to force the line of the besiegers, who were again strengthened by the arrival of a force under General Manteuffel. In the mean time negotiations for a truce were going on at Versailles; this, however, when concluded, excluded the war from the eastern departments; but the exception not having been communicated to the French generals, Manteuffel was enabled by the misunderstanding to gain time, and to frustrate Bourbaki in his attempts. The latter then retired to Besançon, and, after resigning his command, attempted to commit suicide. His army of 85,000 men fell back to Pontarlier, and, after signing a convention with the Swiss government, crossed the frontier and were disarmed. Belfort,

left to its own devices, held out a short time longer, but finally capitulated on the 16th of February with all the honors of war.

From Belfort the railway crosses the frontier, and passes *Delle* (shortest way), or by

Mulhouse, or *Mülhausen*, as it is now called. Population, 58,773. *Hôtel Romann*. This is one of the most important manufacturing towns of Alsace, and is situated on the banks of the Ill, in the midst of a vast plain which stretches from the Vosges to the Rhine. The cotton prints and muslins manufactured here are unequaled in quality or quantity by those of any place in France. They are remarkable for the fineness of their colors and the variety and perfection of their patterns. Mulhouse also possesses extensive machinery manufactories.

Basle is reached in 45 minutes from Mulhouse (see Index).

ROUTE No. 128.

Paris to Strasburg, via Meaux, Epernay, Châlons, Bar-le-Duc, Toul, Nancy, Lunéville and Sarrebourg, by rail. Time, 11 h. 8 m.; fare, 61 fr. 35 c.

Meaux is a town of 11,343 inhabitants, 25 miles from Paris, beautifully situated

on the Marne. Hotels, *Palais Royal* and *Grignon*. It possesses a tribunal of commerce, also a commercial college, with a library of 13,000 volumes. This town was taken by the English in 1520, after a siege of five months: its *Cathedral of St. Etienne* is a magnificent Gothic edifice, containing a monument of Bossuet, who was bishop of Meaux, also that of Philip of Castile. Meaux carries on a large trade in grain and cheese.

Château Thierry, a pleasant town of 6519 inhabitants, was named from the vast castle, built on a hill, by the celebrated Charles Martel, in 720, for King Thierry IV.: it is the birthplace of the poet Jean de la Fontaine, born 1621; in the public walk there is a very fine marble statue erected to his memory. The Russians were kept a long time in check here, in 1814, in attempting to cross the bridge.

Epernay contains a population of 12,930 inhabitants: it was formerly a fortified city: *Hôtel de l'Europe*. The town is kept neat and clean: it is the principal entrepôt for Champagne wines, which are kept bottled in curious vaults excavated in the sandstone on which the town is built: they contain many millions of bottles.

As we are essentially a Champagne-drinking people, it will be well to devote a few pages descriptive of the different brands of Champagne, their price, and manner of preparation, which we quote from Redding on Wines, the best authority:

"In 1328 Rheims wine bore a price of 10 livres only, while Beaune brought 28. In 1559, at the coronation of Francis II., Rheims wines were dearer than Burgundy; but the wines of the Lyonnais carried a still higher price. In 1561 these wines had risen in price. In 1571 there were nearly eight times increased beyond their former value. Champagne reached its present perfection and estimation about 1610, at the coronation of Louis XIII. The oldest anecdote which the French possess relative to the excellence of Rheims wine dates as far back as 1397, when Vinceslaus, king of Bohemia and the Romans, on coming to France to negotiate a treaty with Charles VI., arrived at Rheims, and having tasted the wine of Champagne, it is to be presumed for the first time, spun out his diplomatic errand to the longest possible

moment, and then gave up all that was required of him in order to prolong his stay, getting drunk on Champagne daily before dinner.

"It is said that Francis I. of France, Pope Leo X., Charles V. of Spain, and Henry VIII. of England, had each of them a vineyard at Ay, their own property, and on each vineyard a small house occupied by a superintendent. Thus the genuine article was secured by each sovereign for his own table. If this be true, it shows pretty accurately the length of time that Champagne wine has been in esteem. The vineyards on the banks of the Marne are those which possess the highest character, producing most of the wine known by the general term of Champagne in other countries. The wines are divided into those of the river and the mountain, the former being for the most part white. In a climate so far north, these and other French wines bear remarkable evidences of human industry. In the south Nature does every thing, and man is idle. In the north man is the diligent cultivator, and he is rewarded in the deserved superiority of his produce, and the estimation it justly holds.

"Champagne wines are farther divided into sparkling (*mousseux*), demi-sparkling (*demi-mousseux*), and still wines (*non mousseux*). Some are white or straw-color, others gray, others rose-color, and some red. They are of a light quality in spirit, the average of alcohol in Champagne wine in general, according to Mr. Brande, being but 12.61 per cent.

"The entire quantity of wine made in Champagne, of all kinds, varies with the season, but the average may be taken at 1,560,687 hectolitres, or 40,968,033 gallons, from 55,540 hectares, or 138,870 acres, of vines. The department of the Marne is that in which the most famous of these wines are made. There are 19,066 hectares of land devoted to the vine in the department, though some say above 20,000, and of this number 110 are situated in the *arrondissement* of Châlons-sur-Marne, 6856 in that of Epernay, 425 in that of St. Menehould, 9029 in that of Rheims, and 2646 in that of Vitry sur Marne. The quantity of wine made in the whole department, 422,487 hectolitres, and the value about 11,235,397 francs. Of this sum, nearly four fifths in value are made in the *arron-*

dissements of Epernay and Rheims. Each hectare gives from 28 to 30 hectolitres. The produce has increased of late years, from the improved mode of cultivation. The quantity exported from the department is the best kind, and amounts to about 103,043 hectolitres annually; the residue is distilled or consumed by the inhabitants. The best red wines are sold in Belgium and the Rhenish provinces; the Sillery goes to Paris and to England, and the sparkling wines not only over France, but the entire civilized world. For England, this wine is made more spirituous than that for export to other countries, and it is valued here in proportion to its extreme effervescence in place of the contrary, which, as all judges of the wine allow, is best recommendatory of it. That which gently sends up the gas in sparkles is to be preferred, and the finest of all is the still *Vin du roi*. None should be purchased in France which does not cost three francs to the merchant on the spot. That of less price is good for little. The French merchants of Paris and Meaux take nearly all the wine grown in the arrondissement of Epernay.

"The vintage of 1832 gave 480,000 hectolitres, viz., 50,000 in white sparkling or still, 310,000 common red, of middling quality, and 120,000 choice red.

"The annual consumption of Champagne wine in France was estimated at 626,000 bottles in 1836, but the quantity was thought to be on the decline. The export was then reported to be, to England and the East Indies, 467,000 bottles, Germany 479,000, United States of America 400,000, Russia 280,000, and Sweden and Denmark 30,000.

"The mean price in the arrondissements of Châlons, St. Menehould, and Vitry, which are inferior kinds, is about 16 francs the hectolitre; those of Vitry bring 20 francs, St. Menehould 15, and Châlons about 12.

"Though in England most people understand by Champagne only wine that effervesces, this, as we have seen, is an error. There are many kinds of Champagne wine, but the best are those which froth slightly. They are improved in the drinking by ice, which tends to suppress the effervescence; the Sillery has no sparkle at all. Every connoisseur in wine will se-

lect wine of moderate effervescence, and such wine always carries the best price. When the glass is entirely filled with froth, on pouring out the contents of the lottle, the better qualities of the wine and spirit evaporate. The quantity of spirit in Champagne, as we have seen, is but small, and the residue is a flat, meagre fluid.

"There is an exquisite delicacy about the wines of Champagne, which is more sensible to the foreigner than that which distinguishes the richest kinds of Burgundy to the taste of the French amateur. The French have terms for distinguishing different qualities in their wines, some of which can not be translated; but the term 'delicate,' or 'fine,' as applied to the wines of Champagne, the peculiar 'aroma,' which remains in the mouth after tasting them, together with the 'bouquet,' which is understood alone of the perfume, applying to the sense of smell, are terms pretty intelligible to Englishmen who are drinkers of French wines.

"It is on the banks of the Marne that the best effervescing wines are made, or, to follow the French designation, in 'the vineyards of the river.' We have already noted the general divisions of river and mountain wines, which are of some antiquity in characterizing the wines of this part of France. The French farther divide this district or vine-ground of Rheims into four general divisions, namely, the river-vineyard district, that of the mountain of Rheims, that of the estate of St. Thierry, and that of the valleys of Norrois and Tardenois. There are, moreover, one or two other spots which do not come into these divisions; one of them is on the side of a hill, northeast of Rheims.

"The river district is situated on a calcareous declivity, open to the south, at the foot of which runs the Marne, from Bisseuil to the borders of the department of the Aisne. The chalk abounds here, mingled with stones in the uppermost soil. The vines are as closely planted as possible. On this declivity comes first in order the vine-ground of Ay, which produces on an average, year by year, about 4220 hectolitres of red wine, valued at 60 francs the hectolitre, and 3392 hectolitres of white wine, at 130; also the vineyards of Mareuil and Dizy, yielding 3220 hectolitres of red, at 40 francs, and 1970 of white wine, at

110. These are the districts which produce Champagne wines of the very first quality known. They are light and delicate, vinous, of the most agreeable taste, and preserve to a great age their virtues and effervescence. When these wines are destitute of the sparkling quality, they rival those of Sillery, as still Champagne, and are frequently preferred to Sillery, because they are lighter and more luscious. The red wines of this quarter also keep well. It yet remains to account for certain differences in wine of adjoining vineyards met with here, with apparently the same soil and exposure.

“The next vine-lands of this district in rank are those of Cumières and Hautvilliers, which yield about 7130 hectolitres of red wine of the second quality, at 50 francs. Hautvilliers was the spot where Father Perignon, a Benedictine, first introduced the mixing grapes of different qualities in making these wines. This wine resembles that of the hilly district of Rheims in lightness and delicacy, but will not keep to so great an age. In warm seasons it reaches maturity the first year. Formerly white wine made at Hautvilliers rivaled that of Ay, but of late the manufacture has ceased, in consequence of the division of the property on which the wines were produced, the greater part of the vine-lands which grew the finest qualities having got into the hands of wine-makers who have changed the quality of the wine. All the other wines of the river are common, and fetch in the market, on the average, only from 25 to 40 francs.

“The mountain or hilly district of Rheims is at the back of the preceding acclivity, and its slope is much less steep than that toward the river. The soil is of the same calcareous description. The prices, however, differ with the reputation of the vineyards. The aspect is east and north. The first vine-lands are those of Bouzy and Ambonnay, producing 2100 hectolitres, either of red or white wine at pleasure, at about 150 francs the hectolitre. Next come the vineyards of Verzenay, Sillery, Mailly, and Verzy, producing 2832 hectolitres of the same kind of wines, at 130 francs. It is here that the best red wines of Champagne are produced. They have good body, are spirituous, fine, and keep their qualities to an advanced age.

The red wines of Bouzy approach in bouquet the best wines of Burgundy.

“It is from this district that the exquisite white still Champagne, called Sillery, is produced. The vineyard is not more than fifty arpents in extent. The hill on which it stands has an eastern aspect. This wine has more body, is more spirituous than any other white Champagne wine, and is distinguished by a dry and agreeable taste. It is grown principally on the lands of Verzenay and Mailly, of the blackest grape, of which also the gray bright wine, having the complexion of crystal, is made. It is to be lamented that of late, owing to the changes of property there, they have planted white grapes, that make a very inferior wine, which will not keep half as long. The name of Sillery was given to the wine from that of the soil; after a marquis who improved it, the wine was also styled *Vin de la Maréchale*. Very little is now produced in the commune of Sillery, which covers a considerable space of ground. The grape is subjected, for making this wine, to a less pressure than for a red wine, and it is kept longer in wood than the other sorts generally are, or about three years. The quantity made differs every year, according to the orders received for it. It is chiefly manufactured for wine-merchants who buy the proper grape from the proprietors of the vineyards in proportion to the demand made on them for export. It is, perhaps, the most durable, as well as the most wholesome to drink, of all the wines of Champagne, the fermentation being more perfect than that of any other species.

“The second class of wines is generally valued at 50 francs, while there are others, such as those of Ville Dommange, which are only worth from 25 to 30 francs the hectolitre on the spot. They are made from the vineyards of Ambonnay, Ludes, Chigny, Rilly, Villers-Allerand, and Trois-Puits, and in quantity produce about 9403 hectolitres. These wines are some of them of tolerable quality, and are mostly sold to foreigners. The rest of the wines of the mountain district are ordinary wines, bringing only from 30 to 40 francs the hectolitre, and some only 15 and 20.

“The third Champagne district, or that of St. Thierry, produces 6592 hectolitres of delicate wines, bearing prices from 30

to 60 francs, and some ordinary sorts as low as 20.

“The fourth district, namely, the valley of Norrois and Tardenois, as well as that of the hill-side near Rheims, produces only common red wines, the bulk of which sell from 25 to 30 francs the hectolitre.

“In all the distinguished vineyards of Champagne, as, for example, in the river district of Ay, Mareuil, Dizy, Hautvilliers, and Cumières; and at Bouzy, Verzy, Verzenay, Mailly, in the mountain, as well as in many other of the vine-lands, they cultivate the black grape, which is called the ‘Golden Plant’ (*plant doré*), being a variety of the vine called *Pinet*, and red and white *Pineau*. Crescenzo, who wrote in the thirteenth century, speaks of a vine near Milan called *Pignolus*, which was probably of the same species, especially as an ordinance of the Louvre, of the date of 1394, places the *Pinoz*, as then called, above all the common species of vine. The product of the white grape produces a very inferior wine to that from the foregoing fruit. It seems at first singular that the blackest grape should produce wine of the purest white color, or straw, but such is nevertheless the fact. The price of the vine-lands differ much. It is greatly subdivided, there are vineyards not exceeding the tenth of an arpent in size. Some productive land will not bring £40 per acre, English, on sale, while spots have been known to sell for £800, which have yielded 750 bottles to the acre. The expense of cultivation at Ay, a small town on the right bank of the Marne, a little above Epernay, remarkable for the delicacy of its wines, is from 600 f. to 900 f. per hectare. The selling price of vineyards averages 5000 francs; the highest has been 24,000; the lowest 2500. These wines are grown in a southern exposure, upon a range of chalk hills, on the mid elevation of which the best wines are produced. The number of wine proprietors in the arrondissement of Rheims is 11,903; for the whole department they are not less than 22,500. The produce may average in the districts most noted from 440 to 540 gallons, English, per acre, some producing 660. But it is well known that certain spots in this department have given 1000 gallons the English acre.

“The still wines of Epernay, both red

and white, are inferior to those which are made on the lands of Rheims. The best red wines of Epernay are those of Mardeuil, at the gates of Epernay, those of Damery, Vertus, Monthelon, Cuis, Mancy, Charvost, Moussy, Vinay, and St. Martin d’Ablois. They fetch only middling prices, from 40 to 60 f. the hectolitre. The wines of Fleury, Venteuil, Vauciennes, and Bour-sault, on the Marne, are only to be classed as ordinary wines of the district. Those of Œuilly, Mareuil le Port, Leuvrigny, Crossy, Verneuil, and the canton of Dormans, rank as common wines from 22 f. to 30 f. on the spot. Among the lands where white wines are produced, the vineyard of Pierry, in the neighborhood of Epernay, is most esteemed. It is dry, spirituous, and will keep longer than any of the other kinds. Varying from 150 f. to 20 f., the difference in the wines may be easily conjectured.

“At Epernay, where the black grape is most cultivated, there are lands which produce wine approaching that of Ay in delicacy, in the abundance of saccharine principle, and in the fragrance of the bouquet. Though customarily arranged after the wine of Pierry, it may fairly be classed on an equality. The wines from the white grape of Cramant, Avize, Oger, and Ménil are characterized by their sweetness and liveliness, as well as by the lightness of their effervescence. To a still class, put into bottles when about ten or eleven months old, they give the name of *plisannes* of Champagne, much recommended by physicians as aperient and diuretic. The grounds of Chouilly, Cuis, Moussey, Vinay, St. Martin d’Ablois, and Grauve, as well as those of Monthelon, Mancy, and Molins, produce wine used in the fabrication of sparkling Champagne, being fit for that purpose alone.

“It is proper to explain that the wine is put into casks of 100 and 80 litres each. But white wines of Champagne are not intended for consumption at these prices in the piece; it is only to be understood of such wines as are thus preserved by the merchants at Epernay and Rheims, when, during the vintage, or for three months after, they wish to hold the stock of the growers, which it is not convenient at the moment for them to bottle, as it is the general custom among the wine-makers to

take upon themselves the expense and trouble of bottling. Thus they are enabled to dispose of a small quantity at once, if demanded, and can still wait to the end of the first year for ascertaining the whole of their stock. They suffer the less by breakage, leakage, and filling up of the bottles, and obtain a portion of the profits at once from the immediate sale of a part of their stock to the merchant. The price of a bottle of Champagne paid by the consumer, either in France or abroad, varies more according to the scarcity or abundance of the crop, and the agreement with the seller, than the difference of the quality at the place of growth. The following prices will give an idea of these variations:

“The wine of Pierry and Epernay, in a plentiful year, sells from 130 f. to 150 f.; in a medium year from 180 f. to 200 f.; in a year of scarcity from 200 f. to 250 f. the piece.

“Those of Cramant, Avize, Oger, Ménil, from 80 f. to 100 f., and from 100 f. to 200 f.

“Those of Chouilly from 60 f. to 150 f., under such circumstances.

“Those of Moussy, Vinay, St. Martin d'Ablois, Cuis, Grauve, Monthelon, Nancy, and Molins, from 50 f. to 60 f., 60 f. to 80 f. or 80 f. to 100 f.

“Sold in bottles by the grower to the merchant in gross, the waste not replaced, and bottles not filled up, 1 f. 25 c., 1 f. 50 c., 2 f. to 2 f. 50 c.; in medium years, 1 f. 30 c., 2 f., and 2 f. 50 c.; in years of scarcity, 2 f., 2 f. 50 c. to 3 f. The bottles filled and no waste, in abundant years, 1 f. 50 c., 1 f. 75 c., 2 f. 25 c., 2 f. 75 c. In years of average product, 1 f. 75 c., 2 f. 25 c., 2 f. 75 c. In years of scarcity, 2 f. 25 c., 2 f. 75 c., 3 f.

“In bottles sold by the merchant to the consumer, in years of abundance, 2 f., 2 f. 50 c., 3 f.; medium years, 3 f. 50 c.; years of scarcity, 3 f. 50 c., 4 f. 50 c., 6 f. From 3 f. to 3 f. 50 c. is the average for good quality. Some class the qualities: the *first*, from 3 f. to 4 f.; the *second*, from 2 f. 50 c. to 3 f.; the *third*, from 2 f. to 2 f. 50 c. From 10 to 20 per cent. fluctuation in price is not common. England and her colonies consume this wine largely. The annual exportation is about 2,600,000 bottles, with an increasing demand.

“In 1818 there were effervescing wines sold at from 1 f. 25 c. to 1 f. 50 c., after the

first month of bottling; but this makes nothing against the foregoing prices. These wines are of a very inferior quality, and, being sweetened or seasoned with sugar and spirit, could only answer for instant consumption. Such wines are neither sound nor wholesome, and it is probable are the same that the advertising wine-quacks of London puff off by advertisements as the best Champagne. Those who have any regard for their organs of digestion should avoid them as poison, for, though good Champagne is one of the wholesomest of wines, the bad is more than commonly pernicious.

“Some of the more respectable growers and merchants never keep any Champagne but the best quality, and never sell under 3 f., let the season be as abundant as it may. These are the best persons of whom to buy. They have always the finest stock, and, after encountering the first year's loss by breakage, they have a certain property in their cellars, which covers the return of bad seasons.

“The best red wines of Epernay are fit for consumption the second year. They gain little by being kept above two years in the wood, but in bottle they lose nothing of their good qualities for six or seven.

“The wines of Champagne, whether still or effervescing, white, gray, or rose, whether solely of black or white grapes, or of both mingled, are generally in perfection the third year of bottling. The best wines, however, gain rather than lose in delicacy for ten and even twenty years, and are often found good at the age of thirty or forty.

“It will not now be amiss to give a cursory view of the mode in which the effervescing wines of Champagne are made. By this means some idea may be formed of the care required in bringing them to a perfection, which has aided in placing them beyond all rivalry.

“The vine-crop designed for the manufacture of white Champagne is gathered with the greatest care possible. The grapes for the purest wines consist only of those from an approved species of vine. Every grape which has not acquired a perfect maturity, every rotten grape, or touched with the frost, or pricked, is rejected. In gathering or in emptying the baskets, and in the carriage to the press,

every motion that can injure the fruit is avoided, as well as the sun's action. On arriving at the press, the baskets, or whatever the grapes are carried upon, are placed in a shade in a cool spot. When the quantity is sufficient for a pressing, they are heaped, with as little motion as possible, on the press, and the bunches are very carefully arranged.

"The must is not immediately casked, but is placed in a vat, where it remains six, ten, or fifteen hours, that the dregs may deposit. When it begins to ferment it is immediately transferred to the cask.

"Perhaps there are none of the productions of the soil that require more care than the grape, to make it produce the delicious wines to perfection. In no country is the art of making wine so well understood as in France, and being a commodity which it is impossible to equal, except in a soil and temperature of exactly the same character, it is improbable that country will be excelled by any other in her staple product. An advantage of no slight moment when compared to those of her manufactures, which time may enable foreigners to equal, and in many cases to surpass. The following is an account of the process of bottling, and the treatment of the wines of Champagne before they are ready for the market.

"About Christmas, after the vintage, the fermentation being complete, the wine is racked. This is always done in dry weather, and, if possible, during frost. A month after it is racked a second time, and fined with isinglass; before it is bottled it undergoes a third racking and a second fining. There are some makers of wine who only fine it once after the second racking, and immediately bottle it, taking care that it has been well fined in the cask. Others rack it twice, but fine it at each racking. The best wines are always able to bear three rackings and two finings, and the benefit of such repetitions is found of the utmost importance afterward in managing the wine when bottled.

"The wine which is designed to effervesce, and the *pitissances* and wines of the third pressing, are racked and fined in March and April in the cellar, out of which they are only taken in bottles. That which is designed to be still wine is not bottled at Epernay until autumn, and is

taken to the under-ground cellar in April or May. This is not the practice at Rheims with the Sillery. It has been found there the most advantageous plan to bottle the wine in the month of January, though at the risk of its imbibing the sparkling quality. In this case, and forthwith after the first racking, which is called *debourbage*, it is fined, and drawn off in ten or twelve days. Still wines are found by this means to be much improved in character.

"The great complaint against Champagne wine has been that it can not be obtained of a uniform quality. This is principally owing to its being put into small casks. The wine in every cask will not be alike, as the minutest difference in the operation of preparing it for the market will alter the quality. To remedy this evil, so justly complained of, Mumm, Geisler, & Co., at Rheims, provided tuns holding 12,000 litres each, which they imported from the Palatinate, and they found it a mode that fully obviated the evil. The strength of the bottles, and their uniform thickness for the sparkling wines, are most carefully ascertained. Every bottle with an air-bubble in the glass, or with too long or too narrow a neck, or with the least malformation—in short, with any thing which may be supposed to affect the production or retention of the effervescence, is put by for the red wine. The bottles, too, are jingled together in pairs, one against the other, and those which crack or break are carried in account against the maker.

"Some idea of the quantity of effervescing wine made in the department of the Marne, in the arrondissement of Epernay alone, is obtained from the fact that no less than 866,000 gallons have been manufactured in one year. A third was purchased by the merchants of Rheims, and at least as much more has been made in one year in this last arrondissement. In the month of March or April, after the wine designed for effervescence is made, it is put into bottles. Some begin as early as February, at the risk of exposing the wine to failure, or the bottles to more extended breakage in case they succeed. Fifteen per cent. is a common loss; sometimes it reaches much higher.

"The effervescence is owing to the carbonic acid gas produced in the process of

fermentation. This gas, being resisted in the fermentation of the white wine, scarcely begins to develop itself in the cask, but is very quickly reproduced in bottle. In this process, the saccharine and tartarous principles are decomposed. If the latter principle predominate, the wine effervesces strongly, but is weak. If the saccharine principle be considerable, and the alcohol found in sufficient quantity to limit its decomposition, the quality is good. The wines do not effervesce in uniform times. Some will do it after being in bottle fifteen days, others will demand as many months. One wine will require a change of temperature, and must be brought from the underground cellar to another on the surface; a third will not exhibit the desired quality until August. One kind, when patience is exhausted, and the effervescence so long expected is given up, will give it all of a sudden; another wine, standing until the following year without this action, must then be mingled with the product of a new vineyard which is known to abound in the effervescing principle, such as that of the white grapes of Avize. The effervescence of the Champagne wine, considered in all its bearings, is most uncertain and changeable, even in the hands of those best acquainted, through experience, with its management. The difference of a spot of growth; the mixture; the process, more or less careful, in the making; the casking, and the preservation in the wood; the glass of the bottles; the aspect of the cellars; the number and direction of the air-holes; the greater or less depth, and the soil in which the cellars are situated, all have a varied, and often an inexplicable influence on the phenomena of effervescence. It will not be amiss to follow up the subject farther in its details, in order that the reader may judge of the attention necessary in an operation, to a stranger apparently the least important relation to the manufacture of this delicious wine.

“The bottles must be new, having been some days preceding rinsed twice in a large quantity of water and shotted. Five workmen are required to manage them in what is called the workshop, or atelier.

“The barrel-heads are bored, and a little brass pipe inserted in them with a fine gauze strainer, to prevent the smallest sub-

stance from passing. The bottles are filled so as to allow about two inches space between the wine and the cork. This space diminishes during the time the gas is forming, and in those bottles which burst, it appears that the void is filled up entirely by the expansion of the liquid.

“The workman whose duty it is to fill the bottles passes them by his right side to the principal operator, who sits on a stool, having before him a little table covered with sheet-lead, and not higher than his knees. He takes the bottle, inspects the allowance left between the wine and the place the cork will occupy, regulates it very nicely, chooses a cork, moistens it, introduces it into the bottle, and strikes it forcibly two or three times with a wooden mallet, so smartly that it would almost be thought the bottle must be broken by the violence of the blows; but fracture is rare in the hands of an experienced workman, who has paid attention to placing his bottle solidly, and resting it with a perfectly even pressure on the bottom.

“The bottle thus corked is passed by the right hand to another workman, seated in the same manner as the foregoing, who crosses it with pack-thread, very strongly tied, and then hands it to a fourth, who has a pincers and wire by him; he wires it, twists it, and cuts the wire, and gives it to a fifth, who places the bottles on their bottoms in the form of a regular parallelogram, so that they can be counted in a moment. The daily labor for a workshop is calculated at 80 casks of 200 litres each, or a drawing of 1600 or 1700 bottles. M. Moët, of Epernay, who deals in the bottled wine, has constantly from three to four million bottles in store, and sometimes not less than ten of his workshops are in full employ.

“The cellars of M. Moët, at Epernay, are in the limestone rock, and of immense extent. The piles of bottles render it a labyrinth. They rise to the height of six feet.

“The bottles are arranged in heaps (*en tas*) in the lower cellars. They are carried down by means of baskets, which inclose each 25 ozier cases for the bottles; two workmen, by means of leather belts drawn through the handles, transport them. The heap or pile runs along the wall of the cellar, most commonly for its entire length.

Among the wholesale merchants slopes are prepared in cement for the piles, having gutters to carry off the wine from the broken bottles, and also reservoirs to collect it. The bottles are arranged horizontally one against the other. The lowest row has the necks turned to the wall, and the bottles placed upon laths. The bottles thus situated indicate the vacant space left between the wine and the cork, just at the spot where the bend of the bottle takes place to form the neck, by which the diminution in the void space is easily seen. Small wedges secure the first range of bottles toward the wall. All the rows are placed on laths, the corks of one row one way, and the other the reverse. The piles of bottles are thus arranged in the same manner as in English bins, but are carried to the height of five or six feet. This they call in France to heap them (*mettre en tas ou entreiller*).

The pile is very solid, and any of the bottles with their necks to the wall can be withdrawn at pleasure, by which means they can be examined to observe if they are "up," as it is termed in England. If not they must be got into that state, let the expense amount to what it may. A bottle drawn from the heap to examine if it be in a proper state is held horizontally, when a deposition is observed, which the workmen call the *griffe*, or claw, from its branching appearance. The indications of a bottle's breaking is the disappearance of the vacancy below the cork before spoken of, by the expansion of the carbonic acid gas. It is generally in July and August that this breakage happens, and that considerable loss ensues. In ordinary cases, indeed, from four to ten per cent. is the amount. Sometimes, however, it amounts to thirty or forty per cent. It is very remarkable, too, such is the uncertainty of the process, that of two piles in the same part of the cellar, of the very same wine, not a bottle shall be left of one, while the other remains without effervescence at all. A current of fresh air will frequently make the wine develop its effervescence furiously. The proprietor of the wines is every year placed in the alternative of suffering great loss by breakage, or is put to great expense in making wine effervesce that will not naturally develop itself. Of the two evils he prefers submitting to

breakage from too great effervescence, rather than be put to the trouble and expense of correcting the inertness of the liquid. If the breakage be not more than eight or ten per cent. the owner does not trouble himself further about it. If it become more serious, he has the pile taken down, and the bottles placed upright on their bottoms for a time, which is longer or shorter, as he judges most advisable. This makes the quality of one bottle of wine somewhat different from another. Sometimes he removes it into a deeper cellar, or finally uncorks it, to disengage the over-abundant gas, and to re-establish the void under the cork. This last operation is naturally expensive.

"It happens that when the gas develops itself with furious rapidity, the wine is wasted in large quantities, and it is difficult to save any portion of it. Even that which is least deteriorated is of bad quality. The piles, as before observed, are longitudinal, and are parallel to each other, with a very small space between each pile. The daily breakage, before it reaches its fullest extent, will be in one day perhaps five bottles, another ten, the next fifteen. Those piles which may have the smallest number broken still fly day by day among the mass, and scatter their contents upon the sound bottles. Sometimes a fragment of a bottle is left which contains a good proportion of its contents. In a short time this becomes acid from fermentation, and finally putrid; during the continuance of the breakage, the broken bottles which lie higher in the pile mingle their contents with what is spoiled, resting in the fragments beneath. The overflow runs together into gutters in the floor. When there are many of these accidents, the air of the cellar becomes foul, and charged with new principles of fermentation, which tend to increase the loss. Some merchants throw water over the piles of bottles two or three times a week during the period of breakage to correct the evil. The workmen are obliged to enter the cellars with wire masks, to guard against the fragments of glass when the breakage is frequent, as in the month of August, when the fragments are often projected with considerable force.

"The breakage ceases in the month of September, and in October they 'lift the

pile,' as they style it, which is done simply by taking the bottles down, one and one, putting aside the broken ones, and setting on their bottoms those which appear, in spite of the cork and sealing, which are entire, to have stirred a little, upon examining the vacant space in the neck. Bottles are sometimes found in this state to have diminished in quantity to the amount of one half by evaporation. This loss must be replaced. In the other bottles there is observed a deposition which it is necessary to remove. For this latter purpose, the bottles are first placed in an inclined position of about 25°, and, without removing them, a shake is given to each twice or thrice a day, to detach the sediment. Planks, having holes in them for the necks of the bottles, are placed in the cellar to receive them, thus slopingly, three or four thousand together. For ten or fifteen days they are submitted to the before-mentioned agitation, which is managed by the workmen with great dexterity, so as to place all the deposition in the neck, next to the cork, and leave the wine perfectly limpid. Each bottle is then taken by the bottom, kept carefully in its reversed position, and, the wire and twine being broken, the bottle resting between the workman's knees, the cork is dexterously withdrawn, so as to admit an explosion of the gas, which carries the deposition with it. An index is then introduced into the bottle, to measure the height to which the wine shall ascend, and the deficiency is immediately made good with wine that has before undergone a similar operation. As it was by no means an easy task to do this, from the evaporation of the gas while the bottle was open, an instrument has been invented, and is every where used for the purpose, which it is not necessary to describe here. The bottle is then a second time corked and wired.

"The wine is now ready to be sent away by the maker. The bottles are arranged in a pile, as before; but if they remain any time longer in the cellar, they are uncorked, and submitted to a second disengagement (*degagement*) of the deposition, and sometimes to a third, for it is a strict rule never to send Champagne out of the maker's hand without such an operation about fifteen days preceding its removal. If this were not done, the deposit

would affect the clearness of the wine in the act of transporting it. Thus the process, to the last moment the wine remains in the maker's hands, is troublesome and expensive. Sometimes, too, in the second year of its age, the wine will break the bottles, though such breakage will be very limited, it generally remaining tolerably quiet.

"The non-effervescing wines, if they are of the white species, are all submitted to the operation of uncorking and clearing, at least once, before being sent out of the maker's hands.

"The white wines of Champagne do not admit of being mixed with any but those of their own growth. The wines of Ay are sometimes mixed with those of Craumont, Avize, Oger, and Ménil, to produce the gas more favorably; and the makers in those places have recourse to that of Ay for a similar purpose, from its abounding in the saccharine principle. When mixtures take place in some districts they are made simply to meet the taste of the consumer. Wines that would please a Parisian palate would not be drunk at Frankfurt. These mixtures are called assortments. They take place in the first making of the wine, by purchases from other growths; it is done very soon after the wine is made. For the purpose of bringing wine to perfection in this way, many makers have their cellar-vats, denominated *foudres*, which will contain from 30 to 100 hectolitres each.

"Mixtures are not often made of the effervescing wines. They generally remain the pure production of the spots the names of which they bear.

"The red wines are differently assorted. The maker often mingles the productions of his best wines together. The dealer in the white wines, who happens to be the proprietor of vineyards, buys red wines of the third class, strong in color and pure in taste, which he mingles with his wines of the fourth and fifth of his white pressings, thus ameliorating them. Experience teaches the maker of red wines, two or three years in wood and weak in quality, that it is a useful custom to mingle with each piece ten or twelve litres of very generous wine from the South, which improves them and adds to their body.

"The gray Champagne wine is obtain-

ed by treading the grapes for a quarter of an hour before they are submitted to the press. A rose-colored wine is obtained by continuing this process a longer period; but in the arrondissement of Rheims the rose-colored wines are the only ones of the second quality, lightly tinged with a small quantity of very strong red wine, or with a few drops of liquor made at Fismes from elder-berries. It is needless to say that both the taste and quality of the wine are injured by this mixture. Indeed, no one who knows what the wines are at all would drink rose-colored Champagne if he could obtain the other kinds."

From *Epernay to Paris*. Time, 2 h. 18 m.; fare, 17 fr. 45 c.

From *Epernay to Rheims*. Time, 48 minutes; fare, 2 fr. 20 c.

Seven minutes from Epernay on the road to Rheims we pass the town of

Ay, noted for its Champagne. The red wines of Champagne are not much known in England and the United States. At Verzy, Verzenay, Mailly, and St. Basle are produced what are called the mountain wines. The wines of Bouzy are distinguished by great delicacy of flavor. It would be useless to mention here every variety of wine produced in Champagne; it is sufficient to remark that in no other spot in the world is the art of making wine of such a delicate flavor so well understood. Among the principal wine-growing houses we would mention that of Jules Mumm & Co., at Rheims, whose *Dry Verzenay* and *Private Stock* enjoy a great reputation in the United States, where they are sold by John Osborn, Son, & Co. Besides having a house in London, 82 Mark Lane, where the brands *Dry England* and *Extra Dry England* are in great demand, this firm has also an agent in Paris, Mr. Alph. Blum, 14 Rue Cadet. Among the other brands we would mention the *Cartes Autographes*, much appreciated in the East Indies, and the *Carte Blanche* and *Carte Grand Vin Crémant*, great favorites throughout Europe.

In Epernay, in the same street, and immediately opposite the house where Napoleon slept the night preceding the great battle of Montmirail, lives M. Moët, one of the largest wine-merchants in the world. His cellars run under the streets, and generally contain five or six thousand pipes.

Continuing on our direct route to Strasbourg we pass

Châlons-sur-Marne, containing a population of 17,692 inhabitants. Principal hotel, *De la Haute Mère Dieu*. It is noted for containing the largest wine-cellars in France. Its Champagne trade makes it still quite popular, although it is not as much so as in years gone by. The Cathedral, which so narrowly escaped being almost entirely destroyed by fire in the year 1668, is now a specimen of both modern and ancient architecture. The church of Notre Dame is decidedly the finest church here. It contains various monuments, and specimens of glass painted three centuries ago. In 1793 mass was performed almost constantly in the choir during the dedication of the nave to the Goddess of Reason. The *Promenade du Jardin* is situated on the banks of the Marne, and is planted with ash-trees, which before the Franco-Prussian war numbered about 2000, but which were cut down during the winter 1870-71 to provide fuel for the German troops. The immense Champagne cellars of M. Jacqueson contain, as an ordinary thing, something like 4,000,000 bottles. Before the wine is properly cleared and fit for use, each bottle passes about two hundred times through the hands of the workmen. Loaded wagons pass through the excavations in the chalk rock, the galleries of which are *fifteen miles* in length.

Eighteen miles from Châlons, on the railway connecting that town with Rheims, is the village of *Mourmelon*. Here the *Camp of Châlons*, established by Napoleon III. in 1859, commences, and extends over the plain between the small streams of the Vesle, Suippe, and Cheneu, its entire circumference being about thirty miles. A Roman road traverses the camp, near which are the head-quarters, formerly visited yearly by the Emperor Napoleon. Close to the village of La Cheppe, at the south-eastern corner of the camp, are some vestiges of ancient earthworks, believed to mark the exact site of the *Camp of Attila*.

Continuing on our route, and passing *Vitry le Français*, a town of 7852 inhabitants, built and fortified by Francis I. in 1545, we reach

Bar-le-Duc.—Population, 15,340. *Hôtel du Cygne*. This town, situated on the Or-

nain, was for many centuries the residence of the dukes of Bar, of whose castle few traces remain. In the lower and more modern town the streets are wide and the buildings handsome; the Place Reggio contains a statue erected in honor of Marshal Oudinot, who was born here, as was also General Exelmans; his statue decorates another part of the town. The principal church is that of *St. Pierre*, situated in the upper town; it contains a monument of René de Châlons, Prince of Orange, slain before St. Dizier in 1544. The *Museum*, in the Place de St. Pierre, possesses collections of sculptures and paintings, as well as of objects connected with the military celebrities of the department. There is also a collection of Natural History to be seen at the *Café des Oiseaux*.

The house in which the Pretender, Charles Edward, passed three years is still pointed out.

Bar-le-Duc carries on some trade in iron and timber, and possesses several cotton-mills; its chief articles of export, however, are currant jams and other comfitures, and its *vins de Bar*, which somewhat resemble Champagne.

At *Pagny Vauconleurs* a branch line of railway strikes off toward Chaumont, making a junction at Bologne with the line running from Toul to Chaumont. It passes en route the village of *Domrémy*, the birthplace of Joan of Arc, in whose neighboring wood of *Bois Chénus* she heard the mysterious whisperings of her patron saints St. Margaret and St. Catherine, and, impelled by their counsel, issued forth to rescue her country from its enemies and to restore the throne of France to its rightful sovereign.

Toul is a town of 7410 inhabitants, situated on the banks of the Moselle. The principal building is the church of St. Etienne, in the Gothic style of the 13th century, with two fine towers, designed and erected by Jacquimin de Commercy in 1447. In the sacristy a nail of the *true cross* is preserved which was used by Constantine as a bit for his horse. Toul is a fortress of the second class; it sustained a siege during the Franco-Prussian war, but was obliged to surrender to the Grand-Duke of Mecklenburg after a three-days' bombardment.

At *Frouard* a line branches off toward

Metz to the north, while a southern line continues to

Nancy.—Principal hotel, *H. de France*. It contains a population of about 53,000 inhabitants. It is generally thought a very pretty town; is clean and neat, its streets are wide, and its buildings very regular. Many of the public buildings are very fine, among which are the *Hôtel de Ville*, *Evêché*, and *Theatre*; these are among the fine buildings which surround the *Place Royale*. Two handsome fountains and a statue of Stanislaus, ex-king of Poland, are among the attractive objects. The king resided in Nancy many years after abdicating the throne of Poland in 1735, and remained until his death, which took place in 1766. The triumphal arch, considered very handsome, was erected in honor of the Dauphin's birth, and to celebrate the victories of France and her alliance with the United States. The paintings contained in the *Musée de la Ville* are by a native of Nancy, *Isabey*. A specimen of the flamboyant Gothic architecture stands in the Grand Rue, and is known as the *Palace of the Dukes of Lorraine*. The *Church of N. D. de Bon Secours* contains the tomb of Stanislaus, who was accidentally burned to death by his clothes taking fire. It also contains the tomb of his queen. In the *Church of the Cordeliers* are tombs of Cardinal de Vaudémot and Philippa of Gueldres, considered fine specimens of art. The *Chapelle Ducale*, erected for the dukes of Lorraine, and intended for a funeral chapel, opens out of the nave. During the Revolution the coffins were removed and thrown into the public cemetery, and the whole building was converted into a warehouse. It was afterward restored to its original use. The church of *St. Evere* has become old and is very much altered. The Last Supper in bas-relief may be seen behind the altar. One hundred men, officers of Charles the Bold, were hung in the tower out of revenge for the death of *Suffron du Bachier*, who was put to death by Charles. The *Gate of St. Jean* leads to the *Croix du Duc de Bourgogne*. It was near this spot the body of Charles the Bold, perfectly lifeless, was found in a pond, and a statue was erected in memory of the event. Nancy is particularly noted for its manufacture of "plumetus" embroidery, one half of the entire population being employed upon it.

In addition to the buildings already mentioned, Nancy possesses a fine *Cathedral*, with a painting in the central dome by Claude Jacquard, and four marble statues taken from the mausoleum of the Cardinal de Vaudémot at the Cordeliers; a *Museum*, situated in the Hôtel de Ville, containing some good pictures, and a room devoted to relics of Napoleon I.; a prefecture, and a botanical garden.

Before arriving at *Lunéville* a road to the right branches off leading to *Épinal*, thence to *Plombières* in two hours. This noted watering-place is beautifully situated in the Vosges Mountains. Its waters are celebrated for the cure of disease of the kidneys. It contains 1500 inhabitants. Hotels: *Grand*, and *de L'Ours*.

The Emperor Napoleon III. had an interview here with Cavour before the Italian war.

Lunéville, containing 15,187 inhabitants, celebrated only for being the place where the treaty of peace between France and Austria was signed in 1801, and where Francis, Duke of Lorraine, was born: he married Maria Theresa, and became founder of the imperial house of Austria. It contains one of the principal cavalry barracks in France.

Ten miles from Lunéville is the French frontier town of *Embermenil*. At

Arcicourt is the German custom-house, where passports and baggage are examined.

Sarrebourg, or *Saarburg*, is a town of 3070 inhabitants, situated on the right bank of the Sarre, or Saar, and containing extensive military storehouses and bakeries. It is divided into two distinct parts, French being spoken in the upper town and German in the lower town.

The railway now enters a succession of tunnels, passing in one of them under the canal which connects the Marne and the Rhine.

Strasbourg is reached in 1 h. 29 m. from *Sarrebourg*. (See Index.)

ROUTE No. 129.

Lyons to Strasbourg, via Bourg, Lons, Besançon, Mulhouse, and Colmar, by rail. Time, 18 h. 10 m.

Leaving Lyons by the terminus in the St. Clair suburb, the train stops at several unimportant stations before reaching

Bourg (see Route No. 125).

Lons-le-Saulnier (buffet) is the chief town in the Department of the Jura, and contains 9947 inhabitants. *Hôtel Chapeau Rouge*. This is the birthplace of General Lecourbe, whose statue in bronze occupies the centre of the Grande Place. The town derived its ancient name of *Ledo Sa'inarius* from a salt spring, or well, 60 feet deep, which is in one of the suburbs, and supplies the *Salines*, or salt-works, about a mile distant. The ruins of the ancient castle of *Montmorot* rise just above the well. The town of *St. Claude*, near Lons-le-Saulnier, contains a fine cathedral, formerly an abbey church of the 14th century, with some beautifully carved stalls, bearing the date 1453. Population, 6300.

Besançon, the ancient *Vesontio* of Cæsar, is the chief town in the Département du Doubs, as well as a first-class fortress. It is situated on both banks of the Doubs, the older and larger portion of the city being almost surrounded by that river. On the isthmus of the peninsula thus formed stands the *Citadel*, on an inaccessible rock; this was built by Vauban. It is protected by several detached forts built on the surrounding hills, and commanding all approaches to the town. Hotels, *du Nord* and *de Paris*. Population, 46,967. *Besançon* still possesses many interesting traces of the Roman occupation; chief among these is a *Triumphal Arch*, situated on the road to the citadel, which, although much defaced by time, is still tolerably perfect, being ornamented with statues and reliefs. On the eastern side of the town is an ancient gateway, built in a cleft of the rock, called *Porte Taillée*. This same rock was tunneled by the Romans, and an aqueduct passed through it, which extended as far as Arcier, seven miles distant, and of which many fragments are still to be seen on the road to that village. The *Cathedral of St. Jean* has an apse dating back to the 12th century; it also contains some good paintings—one of the Resurrection, by *Vanloo*; Death of Sapphira, by *Sebastiano del Piombo*; and a martyrdom of St. Sebastian, by *Fra Bartolomeo*. The *Public Library* possesses over 100,000 volumes and 2000 MSS., part of which formed the library of Matthias Corvinus, king of Hungary. An *Archæological Museum* occupies part of the same building, which also contains a col-

lection of about 16,000 coins and medals. The *Palais Granvelle*, now occupied by the Banque de France, was built by the Cardinal de Granvelle, minister of the Emperor Charles V. and of Philip II., who after his fall from favor spent many years at Besançon, engaged in literary pursuits. The *College*, built by his father, was also enlarged by him. Besançon also possesses a fine *Palais de Justice*, an arsenal, and a school of artillery. Watches form the principal objects of manufacture, more than 300,000 being made annually.

A branch railway from here to *Vesoul* gives direct communication with Paris *via* Langres and Chaumont. Time, 11 h. 20 m.; fare, 54 fr. 75 c.

Montbéliard contains 6479 inhabitants, of whom the greater part are Protestants. The principal building is a *Château* of the last century, built upon a height overlooking the town; it is flanked by several round towers. *Montbéliard* is essentially a manufacturing town; it possesses some cotton-mills, but the principal articles manufactured are watch-springs and tools used in watch-making. George and Frederick Cuvier, the celebrated naturalists, were natives of this town (1769); opposite the house in which they were born stands a bronze statue of the former by *David d'Angers*.

Belfort to Mulhouse, with descriptions of the towns, see Route No. 127.

Colmar, a town of 23,669 inhabitants, situated on tributaries of the Ill about one mile and a half from that river, carries on an extensive manufacture of cotton and printed goods. (See Index.)

Strasbourg. (See Index.)

ROUTE No. 130.

Paris to Luxembourg, via Epernay, Châlons, Verdun, Metz, and Thionville, by rail. Time, 11 h. 34 m.; fare, 55 fr. *Paris, via Nancy, to Metz*, is the *quickest* route. Time, 9 h. 8 m.; fare, 48 frs. *Metz to Strasbourg*. Time, 3 h. 27 m.; fare, 14 marks 60 pf.;—*to Frankfort*; time, 6½ h.; fare, 26 marks 60 pf.;—*to Cologne*; time, 8 h. 4 m.; fare, 23 marks.

From *Paris to Châlons*, see Route No. 128.

Beyond Châlons, we pass on this route

Valmy, near which is a monument containing the heart of General Kellermann, called *Pyramide de Valmy*; on this spot he defeated the Prussian army September 20th, 1792, and compelled his enemies to evacuate the territory of France; it was according to his request that at his death his heart was interred on the battle-field.

Ste. Menchould.—Population, 4326. This ancient town, situated at the junction of the Aube and the Aisne, possesses nothing of interest but its historical associations. Here it was that the unfortunate Louis XVI. was recognized in his flight, June 21st, 1791, by Drouet, the postmaster's son, who, hearing the postilions ordered to proceed to Varennes, hastened across the country to give the alarm, and to arrest the progress of the king.

Varennes.—Here the carriage of the king arrived late at night, and was stopped upon various pretenses until a sufficient number of National Guards had been collected, when the procureur of the Commune informed the king that they had penetrated his disguise and should make him prisoner.

Verdun.—Population, 12,950. *Hôtel de l'Europe*. This town, situated on a height above the Meuse, is a fortress of the fourth class; its citadel, commanding the course of the river, which here becomes navigable, was planned by Vauban. The "Treaty of Verdun," by which the vast empire of Charlemagne was divided among the three brothers, Louis, Charles, and Lothaire, in 843, has rendered the town celebrated. Liqueurs and sugar-plums are the principal articles of manufacture.

From here to Metz no towns of importance are passed. For description of

Metz and its battle-fields, see Vol. II.

Thionville, or

Diedenhofen, as it has been called since its annexation to Germany, is a first-class fortress, situated on the Moselle. This place was fortified at a very early date, although the present defenses are chiefly the work of Vauban. Pepin le Gros built a small palace here, which was frequently visited by Charlemagne. To make the tour of the ramparts permission must be obtained of the Prussian commandant. This town capitulated to the Germans under *Kamucke* November 24th, 1870, after that officer had

refused to allow the women and children to leave the town. The place had been half destroyed by a 48-hours' bombardment from the neighboring heights, which completely command the town, but which can not be inclosed by detached forts, as they in turn are commanded by more distant heights.

Cloth, glass, and leather are manufactured in large quantities, while numerous breweries and sugar-works exist in the neighborhood.

A railway connects Thionville and Rheims, *via* Longuyon, Sedan, and Mézières. Time, 8 h. 10 m.; fare, 50 fr.

Continuing on our route, the Duchy of Luxembourg is entered just before reaching *Bettemburg*.

Luxembourg contained in 1871 14,634 inhabitants. This city is the capital of the Grand-Duchy of Luxembourg, a portion of the territory of the kingdom of Holland. Principal hotel, *Hôtel de Luxembourg*. The territory contains a population of 200,000, which is mostly German. The city is noted for the strength of its fortress, which, however, has been partly dismantled, rendering it extremely picturesque. The duchy was given to the King of Holland by the treaty of 1815, in consideration of his giving up all claim to the Duchy of Nassau. There is very little to detain the traveler here after having examined the fortifications. The cathedral of *Notre Dame*, built in the 16th century, contains some indifferent paintings. John the Blind, king of Bohemia, was buried here, but his body has long since been removed.

From *Luxembourg to Paris*. Time, 10 h. 2 m.; fare, 55 fr.

From *Luxembourg to Trèves*. Time, 1 h. 15 m.; fare, 4 marks 30 pf.

From *Luxembourg to Metz*. Time, 1 h. 26 m.; fare, 5 marks 40 pf.

From *Luxembourg to Brussels*. Time, 4 h. 51 m. (Anglo-Swiss mail-route); fare, 16 marks 90 pf.;—to *Basle*; time, 8 h. 28 m.;—to *Strasbourg*; time, 5 h. 11 m.; fare, 22 fr. 50 c.

ROUTE No. 131.

Paris to Thionville, via Soissons, Rheims, Mézières, Sedan, and Montmedy. Time, 13 hours; fare, 46 fr. 65 c.

Leaving Paris by the Gare du Nord, we pass (6 miles) the village of *Le Bourget*, where Napoleon passed some hours after the battle of Waterloo, not wishing to enter Paris by daylight. At *Creppey-en-Valois* a branch railway strikes off to Chantilly.

Villers-Cotterets, a town containing 3396 inhabitants, was the birthplace of Alexandre Dumas, born here in 1802, and now buried in the cemetery. Its former magnificent manor-house, which belonged to the dukes of Valois, has been converted into a poor-house.

Soissons (Hôtel Lion Rouge), a city of 11,100 inhabitants, situated on the Aisne, dates its foundation back to a very early period. It is mentioned by Cæsar under the name of *Noviodunum*, and under its walls Clovis defeated the Romans in 486, and put an end to their rule in France.

Soissons occupies an important military position from the command it possesses over the passage of the Aisne. In the war of 1814 it was taken by the Allies, and retaken twice in four weeks; indeed, had it not been for the disgraceful capitulation of the French governor, contrary to the repeated instructions of Napoleon, Blucher's army would probably have been annihilated, and the result of the campaign advantageous to the emperor. In October, 1870, the town was surrounded by the German troops under the Duke of Mecklenburg, who obtained possession after a three-days' bombardment.

Notwithstanding its great age, Soissons has a modern look, most of its ancient buildings having been destroyed during the numerous wars from which it has suffered. There is, however, an old castle still existing, which occupies the site of the one erected by the Merovingian kings.

The *Cathedral*, dating mostly from the early part of the 13th century, is ranked among the first French cathedrals as regards the beauty of its proportions. In the midst of the *Arsenal* stands all that remains of the once magnificent abbey of *St. Jean des Vignes*, which was, like a fortress, castellated and moated. The greater part was destroyed during the Revolution,

but the west end of the church, surmounted by two towers with spires, was spared at the entreaty of the inhabitants. These towers were a good deal injured by the bombardment of 1870, but are at present being restored.

Scissons also contains a *Museum* of antiquities found in and around the town, an asylum for the deaf and dumb, occupying the site of the former abbey of *St. Médard*, of which some subterranean chapels dating from the 11th century alone remain, where the kings Clothaire and Sigebert were buried, and adjoining which, in a dungeon eight feet by three, Louis le Débonnaire was confined by his son Clothaire in 833.

Diligences run from here to Compiègne (see Index), a distance of 29 miles : it may also be reached by steamer on the Aisne.

Braisne contains the remains of the abbey church of *St. Yvel*, begun in 1180 and finished in 1187 ; it is now in process of restoration.

Rheims, or *Reims*, is an ancient city containing 71,997 inhabitants. Principal hotel, the *Lion d'Or*. Rheims is noted not only for being the entrepôt for the world-renowned wines of Champagne, but for being the city where nearly all the kings of France have been crowned from the time of Philip Augustus. It acquired this honor on account of its being the depository where the *Sainte Ampoule*, or holy oil, was kept. Tradition says that at the time St. Remy was about to baptize Clovis, a dove flew down from heaven with a flask of oil. Although this was at the commencement of the 6th century, it contained oil sufficient to last till the beginning of the 19th, when it was broken to pieces by a Revolutionist named Ruhl. Notwithstanding this fact, it was resuscitated, and appeared again at the coronation of Charles X. Rheims retains hardly any remains of antiquity, if we except the Roman gates, *Porta Martis* and *Porta Cereris*. The abbey church of *St. Remi*, founded by Clovis in the middle of the 6th century, and the *Cathedral*, which dates from the middle of the 13th, are well worth seeing. The last stands second to none north of the Alps. It was designed by Robert de Courcy ; is 466 feet long by 121 in height, and contains many statues and monuments. One of the most important ceremonies that ever occurred within its noble walls was the coronation of Charles

VII., which event was consummated through the enthusiasm of Joan of Arc. She stood by the side of the king while he was being anointed, with her ever-memorable banner unfurled in her hand, the spectators gazing in wonder and astonishment. Rheims was taken by the Russians in 1814, but they were soon repulsed with great slaughter by Napoleon. Colbert, minister of Louis XIV., was born here.

The house of Jules Mumm & Co. is one of the most responsible in Rheims.

Marshal MacMahon entered Rheims on his way to relieve Bazaine on the 21st of August, and left on the 22d. The King of Prussia entered Rheims September 5th, 1870.

Rheims possesses a handsome *Hôtel de Ville*, begun in 1627, but not finished, which contains a good public library, as well as a museum of painting and sculpture. In the latter is the *Sarcophagus* of the Roman Prefect of Rheims, Jovinus, who was converted to Christianity in 366. It consists of a block of marble 9 feet by 4, with a relief of Jovinus on horseback engaged in a lion-hunt ; it was brought from the abbey church of *St. Nicaise*.

Rethel, a town of 7500 inhabitants. MacMahon's army passed through here on the 25th of August, 1870.

At *Charleville-Mézières* junction station travelers to both of these towns leave the train, those wishing to reach

Charleville taking the road to the right from the station. This town, containing 12,676 inhabitants, ceased to be a fortress in the 17th century, and since that time has become the commercial centre of its district. Nails are manufactured in great quantities, dogs being employed to move the furnace-bellows, and having allotted hours for work like men.

Mézières, finely situated on the Meuse, contains nearly 6000 inhabitants. It is one of Vauban's strong fortresses, but was taken by the Germans during the last war, when immense numbers of the houses were reduced to ruins, and their inhabitants, who had sought security from the bombardment in the cellars, buried beneath them. It, however, resisted a Spanish attack of 40,000 under Charles V. Francis I. proposed to destroy it, but the Chevalier Bayard, with two thousand men, sustained the siege for six weeks.

About eight miles beyond Mézières the train passes the village of

Donchery, where the interview took place between the Emperor Napoleon and Bismarck, September 2, 1870, at which the conditions of peace proposed by the chancellor were refused. The *weaver's cottage* in which the interview took place may be seen from the railway on the right, just after leaving Donchery. The celebrated fortress of

Sedan, which commands the entrance from Luxembourg into France, contains 15,059 inhabitants. The citadel and fortifications were constructed by Vauban. *Hôtel de la Croix d'Or*. Turenne was a native of this town; his statue in bronze, erected in 1823, stands in the centre of the principal square. Here the Emperor Napoleon III. retreated, August 30, 1870, and here the great battle of Sedan was fought, September 1st, two days after. MacMahon's army of 80,000 men were surrounded and forced to capitulate. The Emperor surrendered his sword to the King of Prussia. The day following the capitulation was signed by General Wymffen, Marshal MacMahon being disabled by his wounds. Four miles farther is the village of

Bazeilles, completely sacked and burned by the Germans during the late war; hundreds of the inhabitants—men, women, and children—were also burned. The great Turenne was here nursed. In the immediate vicinity the Comte de Soissons defeated the army of Richelieu, but lost his life on the field of battle.

Montmedy, situated on the Chiers, a tributary of the Meuse, contains 2135 inhabitants. It is a fortress of the second class, captured by Turenne in 1556, and ceded to France three years later, when the fortifications were reconstructed by Vauban. It was bombarded by the Germans, and capitulated December 14, 1870, with sixty-five guns and three thousand prisoners.

Nine miles west of Montmedy is situated the important town of *Stenay*, formerly of considerable strength. It was captured by Louis XIV. in the 17th century, and its fortifications razed to the ground. Turenne and the Duchess of Longueville here signed a treaty of alliance with Spain.

Longuyon is the junction station whence travelers may diverge to

Longuyon.—Population, 3360. *Hôte' de la Croix d'Or*. This is a fortress of the second class, called by Louis XIV. the Iron Gate of France. It is situated close to the Belgian frontier, and made a noble defense against the Germans during the late war. It was obliged, however, to capitulate. It also surrendered on honorable terms to the Allies in 1815, after a lengthened bombardment and heroic resistance. From Longuyon the railway continues to *Audun-le-Roman*, where, if coming from Germany, passports are examined. The line crosses the frontier at the village of *Sancy*, and soon reaches *Fontoy*, where the German custom-house is situated.

Thionville, or *Diedenhofen*, see Route No. 130.

ROUTE No. 132.

Paris to Cologne, via Creil, St. Quentin, Charleroi, Namur, Liège, and Aix-la-Chapelle, by rail. Time, 11 h. 15 m.; fare, 59 fr. 35 c. You change cars at Maubeuge for Brussels. *To Frankfurt, via Cologne*; time, 15¾ h. (sleeping-car); fare, 83 fr. 75 c.;—*via Pagny (mail)*; time, 13¼ h.; fare, 85 fr.

Creil, see Route No. 110.

Compiègne, beautifully situated on the banks of the Oise, contains 12,281 inhabitants. Hotels, *La Cloche* and *Soleil d'Or*. This town is noted for being one of the favorite residences of the French kings. Its forest occupies an area of over 30,000 acres. The Royal Palace is magnificently furnished, and contains some very fine pictures and statuary. It was erected by Louis XV., but was thoroughly renovated and added to by Napoleon, who here received his bride, Maria Louisa. Compiègne was once a fortified town, but is so no longer. It was in endeavoring to enter the town gate, after having made a sally on the besiegers, that Joan of Arc was taken prisoner, and handed over to John

of Luxembourg, who sold her to the English. The *Tour de la Pucelle* marks the spot. A most lovely excursion may be made to the pretty village of

Pierrefonds, distance 6 miles, one of the most agreeable and quiet retreats in France. Hotels, *Grand Hôtel* and *Hôtel des Étrangers*. Here the beautiful mediæval castle, erected in 1390, by Louis, Duke of Orleans, partially destroyed by Richelieu, 1617, and restored by the Empress Eugénie, 1865, should be visited. The decoration of the interior is most fine, the chimney-pieces in the great halls being particularly worthy of notice.

Noyon, a town of 7000 inhabitants, contains a fine old cathedral of the 12th century, but is principally noted for being the birthplace of John Calvin, the great Reformer; he was the son of a notary of Noyon.

From here you can take a diligence to visit the state prison of *Ham*, rendered famous by its being the place where the late emperor of France was confined for six years. We have described the circumstance in his biography. The walls are 36 feet thick, and the donjon 100 high; strangers are not admitted.

St. Quentin contains 34,811 inhabitants. *Hôtel du Cygne* the best. It is a manufacturing town, prettily situated on the banks of the Somme. The principal manufacture is that of linen cloths. The cathedral is one of the finest in northern France. *St. Quentin* is celebrated for the great battle fought between the French and Spanish troops in 1557. Queen Mary having dispatched a large force, under the command of the Earl of Pembroke, to assist her husband, Philip II., the town was carried after the eleventh assault; the inhabitants were treated with great cruelty. It was taken by the Germans October 21, 1870.

Two miles north of the town is the battle-field on which the Germans (January 19, 1871) defeated the Army of the North under General Faidherbe, which had been raised for the relief of Paris.

The *Canal of St. Quentin*, completed by Napoleon I., forms a communication between the River Scheldt and the Atlantic, through the rivers Somme, Seine, and Loire.

Beyond *St. Quentin* a line branches off at *Busigny* to

Cambrai, a manufacturing town of 22,897 inhabitants, which is situated on the line between *St. Quentin* and *Lille*. Fénelon, the author of "*Telemachus*," was buried here. His coffin was torn from the grave by the demons of the Revolution, and melted to make bullets. There is a very fine monument erected to his memory in the new church, built on the site of the old cathedral, which was razed to the ground by the Revolutionists. The article known in England and the United States as "cambric" is named from this town, being manufactured here. *Cambrai* was taken by the English in 1815. It is noted also for the treaty of peace signed here between Charles V. and Francis I.; also for the *League* concocted against the Republic of Venice.

Diligences daily to Arras and Douai.

Le Cateau, containing 9974 inhabitants, has of late years rapidly increased in size, owing to the working of some neighboring coal-mines. It stands at the beginning of the great coal-field, the most important in France, of the *Département du Nord*, which is a prolongation of the Belgian coal-field. The principal collieries are at Anzin, Denain, Fresnes, Lourches, and Vieux-Condé, from which a large portion of the coal is transported to Paris by the canal *St. Quentin*. At *Le Cateau* the treaty between Philip II. and Henri II. was signed in 1559. In the town is a statue by *Bra* of Marshal Mortier, Duke of Treviso, a native of *Le Cateau*, who was slain in Paris by Fieschi's infernal machine.

Maubeuge contains 13,734 inhabitants. *Hôtel du Grand Cerf*. It is situated on the Sambre, and forms one of the fortresses on the second line of defenses toward Belgium. The fortifications were constructed in 1680 after plans made by Vauban. The parish church contains a slipper and veil said to have belonged to *St. Aldegonde*, the founder of a celebrated nunnery.

Maubeuge to Brussels. Time, 2½ h.; fare, 6 fr. 55 c. *Jeumont* station, where baggage is examined coming from Belgium; the next station is *Erquelines*, where baggage and passports are examined going to Belgium.

Charleroi, the first Belgian fortress on the line of defense toward France; population, including suburbs, 20,000. It is one

of the busiest and most thriving places in Belgium. The coal-fields in the vicinity employ over 10,000 men; 7000 are employed making nails; and the glass-works are the largest in Belgium. Coal, foundries, furnaces, and smoke surround you in every direction. Charleroi was founded by Charles II. of Spain, and named after him. Its fortifications were destroyed by the French in 1795, but restored in 1816 by the Duke of Wellington.

For continuation of route and description of Namur and Liège, see Route No. 135, Belgium.

ROUTE No. 133.

Paris to Brussels, via Amiens, Arras, Douai, Valenciennes, and Mons; or to Ghent, via Arras, Douai, Lille, and Courtrai (branch line from Lille to Hazebrouck, St. Omer, and Calais). Time to Brussels, 9 h. 25 m.; fare, 37 fr. 90 c. Time to Ghent from Paris, 9 h. 56 m.; fare, 36 fr. 70 c.

The *mail route from Paris to Brussels* (Route No. 140) is *via Maubeuge*; time, 6 h. 28 m.; fare, 34 fr. 75 c.

For description of route as far as *Amiens*, see Route No. 110. At

Albert station, diligences for

Péronne await the arrival of the trains. This fortress, situated on the north bank of Somme, contains 4262 inhabitants. In the castle of this town Louis XI. was detained a prisoner by Charles the Bold, and released only after he had signed a treaty most disadvantageous to himself.

Arras.—*Hôtel Petit Saint Pol*. This is a first-class fortress, containing 25,907 inhabitants, and situated on the right bank of the Scarpe, on the site of the ancient *Nemetacum*. It is divided into two parts, the *Haute* and *Basse Ville*; in the former is situated the *Hôtel de Ville*, a beautiful building, dating from 1510, with some fine oak carvings in the reception-rooms. The *Cathedral*, completed in 1833, is an Italian edifice in the form of a cross, occupying the site of a building erected in the 7th century to serve as a mausoleum for

the patron saint of the town, St. Vaast. The north transept contains two triptychs of the early Flemish school, that representing the Adoration of the Magi, with the date 1528, said to be by Bellegambe.

In addition to the *Public Library*, which contains over 40,000 volumes, there is a *Museum*, entered from the public gardens, with a collection of paintings, chiefly modern; also archaeological, numismatic, and ethnographical collections. This town was famous in olden times for its manufacture of tapestry (*arazzi*), of which some specimens are to be seen on the staircase of the Museum, with the date 1672.

Robespierre was a native of Arras, and was educated, together with his brother, by the charity of the clergy of St. Vaast, both having been abandoned in childhood by their father. Lace, china, and pottery are largely manufactured in Arras, which is also one of the largest corn-markets in France, and carries on an extensive trade in beet-root, chicory, sugar, and rape-oil.

Arras to Douai in 33 minutes; fare, 2 fr. 15 c.

Douai is a town of 24,105 inhabitants, situated on both banks of the Scarpe, and containing important scholastic and military institutions. The *Hôtel de Ville* is a fine Gothic building, dating from the end of the 15th century, surmounted by a picturesque *beffroi*. The town possesses an *Arsenal*, one of the most important in France, created by Louis XIV.; a *Museum* of natural history, which contains also a collection of paintings, chiefly of the old Flemish school; a public library of 40,000 volumes, and a Benedictine college. Visit the church of *Notre Dame*, and apply to the sacristan to see a remarkable Flemish altar-piece by Bellegambe, a native of Douai.

Coal-pits abound in the neighborhood of the town, which carries on also a considerable trade in flax.

Douai to Valenciennes, 50 minutes; fare, 5 fr. 30 c.

Valenciennes is a first-class fortress, situated on the Scheldt, and possessing a citadel constructed by Vauban. Population, 24,662. *Hôtel du Commerce*. Here is manufactured in large quantities the celebrated Valenciennes lace, also a large quantity of fine cambric. The town possesses a fine *Hôtel de Ville*, which contains

three pictures ascribed to Rubens, a library of 25,000 volumes, and adjoining the library a museum, called the *Musée Benezsch*, bequeathed to the town in 1852, and containing paintings, antiquities, sculpture, and arms.

From Valenciennes the railway continues to *Blanc-Misseron*, the French frontier station, and *Quiévrain*, the Belgian one, on to *Jemmapes*, famous for the French Republican victory of 1792, under Dumouriez, and *Mons*, whence to Brussels by mail (see Route No. 140).

Valenciennes to Paris. Time, 5 h. 10 m.; fare, 30 fr. 80 c.

If taking the route from Paris to Ghent, a line branches off at Douai in the direction of Lille. Time to Lille, 40 minutes; fare, 4 fr.

Lille (Hôtel de l'Europe) is an important manufacturing town, ranking fifth among the cities of France, and containing more than 170,000 inhabitants. It is also a first-class fortress, but, except for a military man, possesses few objects of interest. Of late years the city has been much improved, the old walls having been pulled down and replaced by handsome boulevards. In the Place Rihour is an ancient edifice, built by Jean-sans-Peur in 1430, for many years the palace of the dukes of Burgundy, and at one time inhabited by the Emperor Charles V. The walls of the *Salle du Conclave* are decorated with paintings by Arnold de Veuez, 1726. On the second floor is a

Museum and School of Art. Here there are five or six rooms filled with paintings, of which the finest are a Magdalen and the Virgin and St. Francis, by *Rubens*; a *Medea*, by *E. Delacroix*; and several works by a native artist, *De Veuez*, born 1642. The Museum also possesses a valuable collection of drawings, 1300 in number, by the old Italian masters, among which are numbered several by *Raphael*, *Michael Angelo*, *Fra Bartolomeo*, etc.; also a bust in wax, attributed to *Raphael*. This collection was bequeathed to the town by *Chev. Wilar*, a native of Lille, who passed many years in Rome.

The Museum also contains an ethnographical collection, the gift of a citizen.

Lille possesses, in addition, a public library, Palais de Justice, Bourse, and theatre.

There are many manufactures here,

that of flax, which is largely grown in the vicinity, being the most important.

Lille to Ghent. Time, 2 h. 20 m.; fare, 5 fr. 90 c.;—to *Calais*, via *Hazebrouck* and *St. Omer*; time, 2 h. 2 m.; fare, 13 fr.

Hazebrouck, a town of 9017 inhabitants, contains little to interest the traveler. It is important as being the junction station of the lines from *Calais* to *Paris* by *Arras*, from *Calais* to *Lille* and *Brussels*, and the line from *Dunkerque*.

[*Dunkirk*, or *Dunkerque*, is a seaport and fortified town of 34,350 inhabitants, reached from *Hazebrouck* in 45 minutes; fare, 4 fr. 90 c. *Hôtel de Flandre.* This is the best harbor possessed by France in the North Sea, and large sums have been expended in clearing its mouth from the sands with which it was obstructed. It is the great outlet for the manufactures of the extreme northern departments; the town is clean and well-paved, and the bathing during the season good.

Steamers leave twice a week for *London* and *Hull*, also for *Rotterdam* and *Hamburg*.

From Hazebrouck to St. Omer. Time, 23 minutes.

St. Omer is a dull town and third-class fortress of 21,869 inhabitants, situated on the River *Aa*, and surrounded by marshes. *Hôtel d'Angleterre.* The principal buildings are the Cathedral, *Hôtel de Ville*, Artillery Arsenal, Museum, and Public Library. Of the abbey church of *St. Bertin*, the tower, dating from the 15th century, alone remains; in this abbey *Childeric III.*, the last king of the first race, expired in 755.

St. Omer to Calais. Time, 45 m.; fare, 5 fr. 15 c.

Calais, see Route No. 110.

Returning to our route from Lille to Ghent we pass

Roubaix, a town of 24,000 inhabitants, possessing extensive cotton manufactories.

Tourcoing, the next station (population, 20,000), is famous for its carpets and woolen yarn. At

Mouscron is the Belgium custom-house.

Courtrai.—*Hôtel Lion d'Or.* Population, 23,510. This town, situated on the banks of the *Lys*, is famed for its manufacture of table damask and other linen; the waters of the *Lys* being considered to possess good bleaching properties, there

are numerous large bleaching-grounds in the vicinity of the town. The principal buildings are the Hôtel de Ville, with two curiously carved chimney-pieces; the church of *Notre Dame*, with a fine painting behind the altar, the Raising of the Cross, by *Vandyke*; two ancient towers of the 15th century, and a *Museum* of modern paintings.

The *Battle of Golden Spurs* was fought

under the walls of Courtrai in 1302, between 20,000 Flemings, under the Comte de Namur, and the French under the Comte d'Artois. The latter were defeated, their leader slain, and 700 gilt spurs, ornaments worn only by the French nobility, were gathered on the battle-field, and hung up in the church of the convent of Groeningen, since destroyed.]

Ghent, see Route No. 137.

BELGIUM.

HISTORY.

[BELGIUM.]

HISTORY.

BELGIUM is situated between France and Holland, and has been established since the separation of its provinces from those of Holland by the Revolution of 1830. Its territory is small compared with that of the great European states, being only about one eighth of that of Great Britain, while its population but little exceeds five millions. However, the important position the country has occupied in the political, military, commercial, and agricultural history of Europe—its former celebrity in manufactures and the fine arts, and its present rapid progress in every industrial pursuit and social improvement, give it a peculiar interest. Its climate is less chilly and damp, and more favorable to health than that of Holland; but it is certainly humid compared with France and Germany, and may be considered very similar to that of England, except that it is still subject to more frequent variations, with a tendency to excess.

During the time of Cæsar, the natives of Belgium were considered the least civilized and most courageous of all the Gallic nations. They had cities surrounded by lofty stone walls and fortified gates, requiring the use of the Roman battering-rams and moving towers. Their armies contained troops of cavalry. The country produced supplies of corn, and abundant herds of cattle. The people consisted of two classes, chiefs and slaves. Druidism from Britain was universally predominant. Flanders was occupied by the Menapii and Morini, Brabant by the Aduatci, Hainault and Namur by the Nervii (who ex-

celled in desperate courage), and Luxemburg and Limburg by the Eburones, etc. In the great confederacy of these clans against the Romans, they levied about 120,000 fighting men, 60,000 of whom were reduced by Cæsar to 500 in his battle with the Nervii near Namur, and of the Aduatci he sold 53,000 for slaves on taking the town of Tongres. In stature and bulk they surpassed the Romans, whom they fiercely encountered, and nearly destroyed Cæsar's army of the best disciplined troops in the world.

The highland tribes soon became amalgamated with their Roman conquerors, adopted their manners and language, and, during the long dominion of Rome in those regions, they served in her armies, and were greatly distinguished for their intrepidity; so that many of Cæsar's subsequent victories, especially that of Pharsalia, were decided by the cavalry and light infantry of Belgium. The lowland people, on the contrary, continued faithful to their ancient manners, customs, and language, and sought only to secure national independence by maritime commerce and agricultural industry. Pliny, who speaks from personal observation, says that, in his time, their fruits were abundant and excellent.

In the 3d, 4th, and 5th centuries, the character of the Belgic population was greatly changed by successive invasions of Salian Franks from the North, whose progress westward terminated in the establishment of the Frankish, or French empire in Gaul, and under whose dominion the ancient inhabitants of the Ardennes were either destroyed or reduced to slavery.

Christianity was introduced, and monasteries were founded in the immense forests and solitudes of the higher country, where the French nobles visited only for the sake of hunting bears. The maritime lowland descendants of the Menapii, now blended with Saxons and Frisians, and known by the name of Flemings, continued to prosper in commerce and agriculture.

In the time of Charlemagne, A.D. 800, the physical state of the country had become much improved. In the west embankments were raised against the en-

croachments of the sea, and in the east large tracts of forest were cleared; but the fierce and valiant warriors, who formerly occupied the soil, were succeeded by an abject race of serfs, who cultivated the domains of haughty lords and imperious priests. The clergy enjoyed immense possessions: 14,000 families of vassals belonged to the single abbey of Nivelles, and the income of the abbey of Alore exceeded 1,300,000 dollars.

The Flemings formed associations called *Gillen* (the English guilds) for protection against the despotic violence of the Franks, as well as for social assistance. These were the origin of all the ancient municipal corporations, and within a century after the time of Charlemagne Flanders was covered with corporate towns. At the end of the 9th century, the Normans, that is, rapacious inhabitants of Denmark, Sweden, and Norway, commenced a series of piratical irruptions into Belgium, and continued to plunder and devastate the whole country during 150 years.

In 1070 Flemish maritime commerce had made great progress with Spain and England, from whence wool was largely imported. Woolen stuffs and herring-fishery were the principal sources of wealth, with corn, salt, and jewelry.

The men of Flanders were so highly reputed for martial spirit, that many foreign sovereigns obtained them to form their best troops. They constituted an important part of the Norman army in the conquest of England; and a Flemish princess, daughter of Baldwin, count of Flanders, and wife of William the Conqueror, embroidered with her own hands the celebrated tapestry of Bayeux, which represents the whole history of that event.

The country had long been divided into provinces, belonging to different families, and governed by different laws. Hence the counties or earldoms of Flanders, Namur, and Hainault; the duchies of Brabant, Limbourg, and Luxembourg; the principality of Liege; the marquise of Antwerp; and the seigniory of Mechlin.

At the end of the 11th century, when all the states except Flanders were reduced by the fierce quarrels of the feudal lords and prince bishops to a cheerless waste of bondage, the fanatical frenzy of the Crusades induced many of the nobles to part

with lands, and to grant great privileges and political powers in order to obtain the means of equipping armies to fight the Saracen. Their wealthy vassals, the Flemish burghers, were thus enabled to purchase independence and a jurisdiction of their own. They consequently formed themselves into communes, elected bailiffs, directed their own affairs, and built magnificent town halls, with huge belfries, as temples and trophies of their liberties.

The people, conscious of their power, gradually extorted from their rulers so many concessions that the provinces formed, in reality, a democracy, and were only nominally subject to the monarch of France and his nobles.

When the rest of Europe was subject to despotism, the court of the Counts of Flanders was the chosen residence of liberty, civilization, and useful knowledge; and when the ships of other nations scarcely ventured beyond the sight of land, those of the Flemish merchant traversed the ocean, and Bruges and Antwerp possessed all the commerce and wealth of the north of Europe.

In this state the provinces long continued, until they came under the dominion of the Duke of Burgundy, about the middle of the 15th century. Previous to this event we find only disconnected duchies, counties, lordships, and towns, with innumerable rights, claims, and privileges, advanced and enforced now by subjects and vassals against each other or against their lords, and now by lord and vassal against the monarch, without the expression of any collective idea of Belgium as a nation.

Under the Burgundian dynasty the commercial and manufacturing towns of the Low Country enjoyed a remarkable prosperity. The famous Order of the Golden Fleece was instituted in 1430, and, before the end of the 15th century, the city of Ypres had 4000 looms, and the city of Ghent 50,000 weavers.

Bruges and Antwerp were the great marts of the commercial world, and contained about 200,000 inhabitants. In the Flemish court of the Duke of Burgundy, named Philip the Good, about 1455, luxurious living was carried to a foolish and vicious excess. The wealthy were clad in gorgeous velvets, satins, and jewelry, and

their banquets were given with almost incredible splendor. This luxury produced depravity and crime to such an extent that in one year 1400 murders were committed in Ghent in the gambling-houses and other resorts of debauchery. The arts were cultivated with great success. Van Eyck invented the beautiful oil colors for which the Flemish school is renowned. Painting on glass, polishing diamonds, lace tapestry, and chimes were also invented in Belgium at this period. Most of the magnificent cathedrals and town halls in the country were built in the 13th and 14th centuries.

History, poetry, and learning were much cultivated; and the University of Louvain was the most celebrated in Europe. In 1477, Belgium passed under the dynasty of the empire of Austria; and, after many years of contest between the despotic Maximilian and the democratic Flemings, the government, in 1519, descended to his grandson, Charles V., King of Spain and Emperor of Germany. In his reign the affluence of the Flemish burghers attained its highest point.

The city of Ghent contained 175,000 inhabitants, of whom 100,000 were employed in weaving and other industrial arts. Bruges annually exported stuffs of English and Spanish wool to the value of 8,000,000 florins. The Scheldt at Antwerp often contained 2500 vessels waiting their turn to come to the wharves. Her gates were daily entered by 500 loaded wagons, and her Exchange was attended twice a day by 5000 merchants, who expended 130,000 golden crowns in a single banquet given to Philip, son of Charles V. The value of the wool annually imported from England and Spain exceeded 4,000,000 pieces of gold. This amazing prosperity experienced a rapid and fatal decline under the malignant tyranny and bigotry of Philip II., son of Charles V. The doctrines of the Protestant Reformation had found very numerous adherents in Belgium. Lutheranism was preached with frenzied zeal by several popular fanatics, who drew around them crowds amounting sometimes to 10,000 or 15,000. Parties of Iconoclasts also appeared, and demolished the ornamental property of 400 churches. Protestant persecution by the Inquisition had been commenced by Charles V., but

by Philip II. it was established in its most diabolical extravagance. He filled the country with Spanish soldiers, and commissioned the Duke of Alva to extirpate without mercy every Protestant heretic in Belgium.

Volumes have been written to describe the proceedings of this able soldier but sanguinary persecutor, who boasted that he had put to death in less than six years 18,000 men and women by the sword, the gibbet, the rack, and the flames. Ruin and dread of death in its most hideous forms drove thousands of artisans to England, where they introduced the manufacturing skill of Bruges and Ghent. Commerce and trade in Flanders dwindled away. Many of the rich merchants were reduced to beg for bread. The great cities were half deserted, and forest wolves often devoured the scattered inhabitants of desolated villages.

Belgium remained under Spanish dominion until the memorable victory of Ramillies in 1706, after which it was subject again to Austria; and, having been several times conquered by, and reconquered from the French, it was incorporated in 1795 with the French Republic, and divided into departments. By this union Belgium secured a suppression of all the old feudal privileges, exemption from all territorial contributions, the abolition of tithes, a more extensive division of real property, a repeal of the game-laws, an admirable registry law, a cheap system of tax collection, the advancement of education in central schools and lycées, a uniform system of legislation for the creation of codes, publicity of judicial proceedings, trial by jury, and the general use of the French language.

In the centre of Belgium was fought the great battle of Waterloo in 1815, to which event we will allude in our description of Brussels, remarking that Belgium has been often the scene on which the surrounding nations have settled their quarrels, and has long been styled the *cockpit* of Europe.

By the Congress of Vienna, the provinces of Belgium were annexed to those of Holland, to form the kingdom of the Netherlands, which existed until the Revolution in 1830, when Belgium became an independent nation. Her union with Holland was one of convenience on the part

of those by whom it was negotiated, and not attributable to any congeniality of the people joined together, who differ in national character, in religion, and in language. The Belgians complained of being forced into a union which they would not have sought, and that its terms were unequal. The French Revolution which had recently transpired excited the predisposition to insurrectionary movement, and the result was a declaration, and finally a general recognition of independence.

Belgium is the first state in Europe in which a general system of *railways* has been planned and executed by the government at the public cost; and certainly it is an honorable distinction to have given the first example of such a national and systematic provision of the means of rapid communication. The undertaking was first projected in 1833, and the object proposed was to unite the principal commercial towns on one side with the sea, and on the other with the frontiers of France and Prussia. In this respect Belgium is most favorably situated for the experiment of a general system of railroads.

It is compact in form, of moderate extent, is surrounded on three of its sides by active commercial nations, and on the fourth by the sea, from which it is separated only by a few hours' voyage from England. On the west side are the two large and commodious ports of Antwerp and Ostend, and its eastern frontier is distant only a few leagues from the Rhine, which affords a connection with the nations of central and southern Europe. It is therefore in possession of convenient markets for its productions, and of great facilities for an extensive transit trade.

That the adoption of a system of low fares is beneficial to the managers of railways may clearly be seen in the fact that, in Belgium, where the charges are only half, or a third of those in England, the proportion of the population who travel is five times greater; for, according to official documents, it appears that the number of travelers on the Liverpool and Manchester line, compared with the population of lines along its course, gives one trip to each person a year; while a similar comparison of the travelers and population on the line between Antwerp and Brussels shows the average number of trips of each individual

to be five. Since the establishment of railway communication between these two cities, and the consequent reduction of the expense of traveling to one half the previous charges on the common road, the intercourse has become nearly ten times greater, and it appears that the difference is mainly occasioned by the poorer classes being enabled to avail themselves of this means of locomotion both for business and recreation; an advantage of which the same classes in England are unfortunately deprived by the amount of railroad fares being kept above their reach.

The Belgians have always displayed a passionate fondness for social liberty—an impatience of control that always embroiled them with all their different rulers, and involved them in ruinous disasters during many successive centuries. Writers of all ages agree in describing the Belgians as the most restless, unruly, tumult-loving mortals in existence; always treating their best rulers the worst, while the bad overawed them. In the history of no other country do we find such unbounded liberty, with such an invincible disposition to abuse it.

The Flemish burghers no sooner emancipated themselves from the despotism of their feudal lords than jealousy of each other's power engaged them in frequent and fatal hostilities; so that "liberty," says Mr. Hallam, "never wore a more unamiable countenance than among these burghers, who abused the power she gave them by cruelty and insolence." They confirmed every compact with ceremonious oaths, and then broke them one after another, always complaining of encroachments on their liberties; and this characteristic deficiency of good faith appears to have been transmitted to the present descendants of the Belgians of the Middle Ages.

Music and dancing are very favorite amusements, especially with the middle and lower classes. On every fine summer evening, balls are given at the tavern gardens, which are numerous in the outskirts of every large town. The price of admission varies from four sous to a franc.

Musical festivals are celebrated every year at Bruges, Ghent, and Antwerp, by amateur performers, who are emulated by enthusiastic ambition to win numerous

prizes, which are awarded to the best performers. The musical skill exhibited on these occasions is truly astonishing, and the trial of the comparative ability of the natives of particular localities is regarded with intense excitement, which is manifested by marching the performers to the contest in stately processions, accompanied by party banners and thousands of spectators. Music, in fact, is so commonly and carefully learned, even by the laboring classes, that the harmony of the airs which are sung by groups of peasants while at work is often delightful to the most cultivated musical ear. The national taste for music is strongly manifested in the numerous and singularly excellent chimes of 50 or 100 bells, called *carillons*, which are placed in the church steeples and towers of the town halls; those in the large cities are not always played by means of a revolving barrel worked by machinery, but by keys similar to those of an organ, though of far greater dimensions. The performer, an accomplished musician, is paid a considerable salary for amusing the citizens, during an hour or two each day, with the finest musical compositions. His hands are cased with thick leather, and the physical force required is so severe as to exhaust the strength of a powerful man in a quarter of an hour. In some localities, the different chimes are so numerous as scarcely to allow an interval of silence day or night.

The manufactures of Belgium employ an immense quantity of foreign wool, of which the annual value exceeds fourteen million francs. It is imported from Saxony, Prussia, Silesia, Poland, Bohemia, Hungary, Moravia, and the southern provinces of Russia. The annual production of the indigenous wool, of pure and mixed breeds, scarcely amounts in value to 200,000 francs. Woolen cloths form one of the most important branches of manufacturing industry, and they are greatly superior in quality to those produced in France. The manufactures of carpets, linen and cotton cloths, as well as silks, leather, and paper, have long been highly reputed.

The "Brussels lace," the thread of which is made of the finest flax in the country, is superior to every other description made in Belgium or foreign countries, and the de-

mand is kept up for it in all parts of the world. Its peculiar qualities are delicate firmness, and a great elegance and variety of design. The patterns are all worked separate, and are stitched on. The flax employed grows near Hal, and the best at Rebecque. The finest description costs from 300 to 400 francs a pound. The spinning is performed in darkened rooms, with a beam of light admitted only upon the work through a small aperture.

A very good house, strongly recommended, is the *Compagnie des Indes*, No. 1 Rue de la Régence, opposite the palace of the Duke of Brabant.

Royal Manufactory of Laces, Bóval de Beck. This house, No. 74 Rue Royale, is one of the most important and oldest established in Brussels, with medals and diplomas from several exhibitions. Every possible variety of lace, ancient and modern, of all designs and to suit all purses, can be inspected; prices are marked in plain figures. *The Compagnie Royale de Dentelles of O. de Vergnies & Sœurs*, 26 Rue des Paroisiens, one minute from the St. Gudule cathedral, is also one of the first lace houses in Europe. Visitors are shown over the central working-rooms, where every variety of lace is manufactured.

Lace-touters infest the environs of the cathedral, to the extreme annoyance of the public; patrons should be informed that neither these nor the cabmen will direct them to the above establishments.

ROUTE No. 134.

Brussels to Antwerp, via Mechlin, by rail.
Time, 1 h. 11 m.; fare, 3 frs. 35 c.

Brussels, the capital of Belgium, is beautifully situated on the River Senne, about fifty miles from the sea. Including its suburbs, it contains 399,936 inhabitants. Principal hotels: *Grand, Bellevue, Mengelle, de l'Univers, de Suède, de Saxe*, and *Grand Monarque*. The *Bellevue* is one of the best and most beautifully situated in Europe. Its position, in sight of the park, king's palace, etc., makes it one of the most desirable stopping-places in Brussels. The expenses are about the same as at a first-class hotel in the United States. The *Mengelle* is the largest hotel in Brussels, magnificently

situated and capitably managed. The *cuisine* is very fine, and the service perfect, being under the personal superintendence of Monsieur Mengelle. *Hôtel de l'Univers*, a large, first-class family hotel, situated in the centre of the city, on the Rue Neuve, with entrance on the Boulevard du Nord, near the theatres, etc., personally conducted by the proprietress, Madame Schoeffter-Wiertz. The house is equidistant from the two stations. The *Grand Hôtel* is a beautiful new establishment on the Boulevard Anspach, the finest thoroughfare in Brussels. The *Hôtel de Suède*, two minutes from the Place de la Monnaie, for years frequented by the best English and American families, is under the personal management of the proprietor, Mr. Van Cutsem. The *Grand Hôtel de Saxe* occupies a fine, central situation in the Rue Neuve, but two minutes' walk from the Northern station. The *Hôtel du Grand Monarque* is a good house, one minute from the Place de la Monnaie, with moderate prices, managed by the proprietress, Mlle. E. Wauters.

The upper town contains the park, the royal court, and government offices, the finest squares, streets, and hotels, and the residences of the richer classes; the lower town is the residence of the operative portion of the population, though it still abounds in fine old mansions, formerly occupied by the ancient nobles of Brabant. The *Hôtel de Ville*, in this quarter, is one of the largest and most remarkable edifices in the Gothic style, that are to be seen in perfection only in the Netherlands. It was erected in 1400. It contains a great profusion of quaint sculptures, and its pyramidal tower rises to the height of 364 feet, and commands a beautiful view of the field of Waterloo and the surrounding country. It is surrounded by a statue 17 feet high of St. Michael and the Dragon.

In the court there is a beautiful fountain formed of dolphins in bronze, and river-gods in white marble. There are two other fountains deserving of notice, the first of which is situated in *Place du Grand Sablon*, and is named Fountain of Minerva. It was erected by the Earl of Aylesbury in 1741, as a token of respect to the inhabitants after residing in their midst for forty years. It consists of a beautiful group of figures in white marble. The most celebrated of all the fountains is the

world-renowned "Mannikin." It is situated near the *Hôtel de Ville*. The "Mannikin" is considered the *oldest* citizen of Brussels. It is an exquisite bronze figure, about two feet in height, of an urchin boy who discharges a stream of water in a natural manner. Great value and historical interest are attached to this antique little figure by the old citizens of Brussels, who regard it with peculiar solicitude as a kind of municipal palladium. Tradition invests him with an importance which is exhibited on fête-days; he is then dressed in uniform, and decorated with the Order of St. Louis.

Four beautiful streets surround the park, or palace garden, any of which it is difficult to surpass in any city in Europe, but the *tout ensemble* of the whole is truly charming. The *Place des Palais*, containing the king's palace; the *Rue Ducale*, in which are the *Palais Ducal* and the masonic lodge; the *Rue de la Loi*, in the centre of which are the houses of Parliament; and the *Rue Royale*, on which are situated the finest mansions in Brussels; the general appearance of the whole is similar to the surroundings of Place de la Concorde in Paris, on a small scale; in fact, the whole city, opera-house, theatres, squares, restaurants, and cafés, is a miniature Paris.

One of the principal squares is *Place des Martyrs*. It is planted with linden-trees and surrounded by elegant buildings in the Doric style; it was chosen as the sepulture for those who fell in the revolutionary struggle of 1830; a monument has been erected over their graves; it consists of a marble statue of Liberty, with a genius kneeling at each corner of the pedestal. Geefs was the artist.

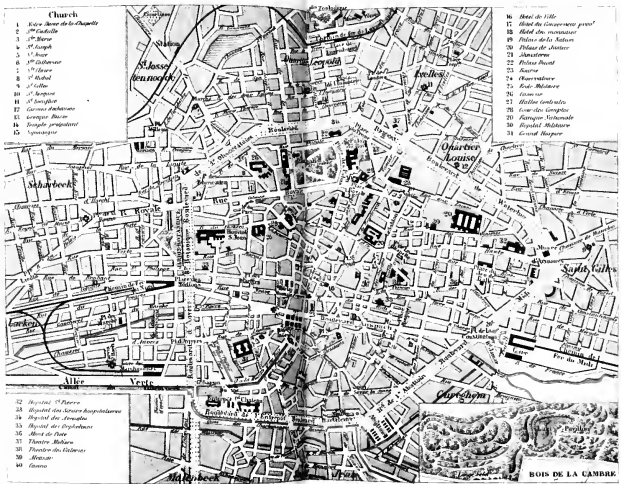
In the *Place de la Monnaie* are situated the mint, exchange, and theatre, with the principal cafés in the city. The principal and most frequented streets, and those in which are situated the most elegant shops, are Rue Montagne de la Cour and Rue de la Madeleine. Of the public buildings that surround the park, the first in order is the Royal Palace at the southern extremity; its general aspect is plain and unassuming; the interior is very magnificently furnished in the usual style of European palaces, but contains few pictures of any great

BRUSSELS

Church

- 1 *Kloir des Grands-Augustins*
- 2 *S^t Gudule*
- 3 *S^t Marie*
- 4 *S^t Joseph*
- 5 *S^t Anne*
- 6 *S^t Catherine*
- 7 *S^t Pierre*
- 8 *S^t Michel*
- 9 *S^t Julien*
- 10 *S^t Joseph*
- 11 *S^t Joseph*
- 12 *Carree d'Anvers*
- 13 *Carree de la*
- 14 *Carree de la*
- 15 *Carree de la*

- 16 *Hotel de Ville*
- 17 *Hotel des Ministres*
- 18 *Hotel des Ministres*
- 19 *Hotel des Ministres*
- 20 *Hotel des Ministres*
- 21 *Hotel des Ministres*
- 22 *Hotel des Ministres*
- 23 *Hotel des Ministres*
- 24 *Hotel des Ministres*
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- 29 *Hotel des Ministres*
- 30 *Hotel des Ministres*
- 31 *Hotel des Ministres*



- 32 *Hopital S^t Pierre*
- 33 *Hopital des Sœurs Hospitalières*
- 34 *Hopital des Sœurs*
- 35 *Hopital des Sœurs*
- 36 *Mont de Dieu*
- 37 *Theatre National*
- 38 *Theatre des Nations*
- 39 *Museum*
- 40 *Carree*

BOIS DE LA CAMBRE

value, with the exception of a few by Vanddyke and David.

On the east side of the park is the palace, which before the Revolution of 1830 was occupied by the Prince of Orange; it was presented to the prince by the city of Brussels; it is a beautiful building 240 feet in length, with a central dome and cupola. The paintings it formerly contained were of the highest order, comprising some of the most choice productions of the Flemish and Italian schools; all of them, however, with the magnificent furniture the palace contained, have been sold. Many were bought by the city, and may be seen in the museum in the Old Palace.

On the north end of the park the House of parliament was situated prior to its entire destruction by fire in 1883. It was caused by an escape of gas during the sitting, the deputies escaping just in time. The hydrants were partly frozen. The original constitution, archives, and a library of 125,000 volumes were burned, the entire loss amounting to 12,000,000 frs.

Near the Place Royale is situated the handsome old *Palace*. It was formerly the residence of the Spanish and Austrian governors of the Low Countries, or Netherlands, and was at that time one of the richest palaces in Europe. It was built in 1300, and rebuilt in 1746. It now contains museums, public libraries, galleries of painting and sculpture, and lecture-room.

In the picture-gallery there are some very fine paintings, especially those purchased by the city at the King of Holland's sale. There are some six or seven by Rubens, all of which have been severely criticised by Sir Joshua Reynolds. They are considered far inferior to those by the same artist in Antwerp: there, however, his masterpieces exist. Notice a *Village Wake*, by *Teniers*, with portrait of himself and daughters; a portrait of himself by *Gerard Dow*; Christ after being taken from the Cross, by *B. Van Orley*; Portrait of *Dellafaille*, by *Vandyke*, etc.

As it is our intention to give a small historical sketch of the different leading painters of Europe, and as the traveler will soon begin to see acres of Rubens's pictures, where of other great artists he sees but yards, we think it not inappropriate to append to our sketch a selection from Sir

Joshua Reynolds on Rubens as an artist and man of genius.

"Rubens (Peter Paul) was born at Cologne in 1577; he studied the art first at Antwerp; from there he went to Venice to study under Titian; from there he went to Rome, in 1600, to study its antique monuments and the pictures of Raphael. His reputation soon spread throughout Europe. Marie de Medicis sent for him to come to Paris to paint the series of pictures of that queen from her birth to her reconciliation with Louis XIII. The Duke of Buckingham presented him to the Infanta Isabella of Spain, who appointed him her ambassador to England to negotiate a peace with Charles I. He was very successful in this mission. Charles conferred on him the honor of knighthood, gave him his own sword, a rich ring, and his portrait. Rubens was ambassador in Spain; then in Holland; after which he retired from political life, and died at Antwerp in 1640.

"The works of men of genius alone, whose great faults are united with great beauties, afford matter for criticism. Genius is always eccentric, bold, and daring, which at the same time commands attention, is sure to provoke criticism. It is the regular cold and timid composer who escapes unseen and deserves no praise.

"The elevated situation on which Rubens stands in the esteem of the world is alone a sufficient reason for some examination of his pretensions. His fame is extended over a great part of the Continent without a rival, and it may be justly said that he has enriched his country, not in a figurative sense alone by the great examples of art which he has left, but by what some would think a more solid advantage—the wealth arising from the concourse of strangers whom his works continually invite to Antwerp.

"To extend his glory still farther, he gives to Paris one of its most striking features, the Luxembourg gallery (and the Louvre); and if to these we add the many towns, churches, and private cabinets, where a single picture of Rubens confers eminence, we can not hesitate to place him in the first rank of illustrious painters.

"Though I still entertain some general opinion with regard to his excellence and defects, yet, having now seen his greatest compositions, where he has more means of

displaying those parts of his art in which he particularly excelled, my estimation of his genius is of course raised. 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 particular 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 those painters with which he is surrounded, though they have perhaps fewer defects, yet appear spiritless, tame, and insipid; such as the altar-pieces of Crayet, Schut, Segers, Haysum, 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 every thing they did was the effect of great labor 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 colors, 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 the painter was carried away. To this we may add the complete uniformity in all parts of the work, so that the whole seems to be conducted and grow out of one mind. Every thing is of a piece, and fits its place. Even his taste of drawing and of form appears to correspond better with his coloring and composition than if he had adopted any other manner, though that manner, simply considered, might have been better. It is here, as in personal attractions, there is frequently a certain agreement

and correspondence in the whole together, which is often more captivating than regular beauty.

“Rubens appears to have had 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 of himself for assistance; there is, consequently, very little in his works that appears to be taken from other masters. If he has borrowed any thing, he has had the address to change and adapt it so well to the rest of his work that the thief 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 of which every object is known and distinguished; and as soon as seen it was executed with a facility that is astonishing; and, let me add, this facility is to a painter, when he closely examines a picture, a source of great pleasure. How far this excellence may be perceived or felt by those who are not painters, I know not; to them certainly it is not enough that objects be truly represented with grace, which means here that the work is done with facility and without effort. Rubens was perhaps the greatest master in the mechanical part of the art, the best workman with his tools, that ever exercised his pencil.

“This power, which Rubens possessed in the highest degree, enabled him to represent whatever he undertook better than any other painter. His animals, particularly lions and horses, are so admirable that it may be said they were never properly represented but by him. His portraits rank with the best works of the painters who have made that branch of the art the sole business of their lives; and of these he has left a great variety of

specimens. The same may be said of his landscapes; and though Claude Lorraine finished more minutely, as becomes a professor in any particular branch, yet there is such an airiness and facility in the landscapes of Rubens that a painter would as soon wish to be the author of them as those of Claude, or any other artist whatever.

“The pictures of Rubens have this effect on the spectator, that he feels himself in nowise disposed to pick out and dwell on his defects. The criticisms which are made on him are, indeed, often unreasonable. His style ought no more to be blamed for not having the sublimity of Michael Angelo, than Ovid should be censured because he is not like Virgil.

“However, it must be acknowledged that he wanted many excellences which would have perfectly united with his style. Among these 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 the outline oftener proceeds from haste and carelessness than 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 coloring. He appears to have entertained a great abhorrence for 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 often to be 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 even cast with any choice of skill. Carlo Maratti and Rubens are in this respect in opposite extremes: one discovers

too much art in the disposition of drapery, and the other too little. Rubens' drapery, besides, is not properly historical; the quality of the stuff of which it is composed is too accurately distinguished, resembling the manner of Paul Veronese. This drapery is less offensive in Rubens than it would be in many other painters, as it partly contributes to that richness which is the peculiar character of his style, which we do not pretend to set forth as of the most simple and sublime kind.

“The difference of the manner of Rubens from that of any other painter before him is in nothing more distinguishable than in his coloring, which is totally different from that of Titian, Correggio, or any of the great colorists. The effect of his pictures may not be improperly compared to clusters of flowers; all his colors appear as clear and beautiful, and, at the same time, he avoided that tawdry effect which one would expect such gay colors to produce; in this respect resembling Barocci more than any other painter. What was said of an ancient painter may be applied to those two artists, that their figures looked as if they fed on roses.

“It would be a curious and profitable study for a painter to examine the difference, and the cause of that difference, of effect in the works of Correggio and Rubens, both excellent in different ways. The difference, probably, would be given according to the different habits of the connoisseurs; those who had received their first impressions from the works of Rubens would censure Correggio as heavy; and the admirers of Correggio would say Rubens wanted solidity of effect. There is lightness, airiness, and facility in Rubens, his advocates will urge, and comparatively a laborious heaviness in Correggio, whose admirers will complain of Rubens' manner being careless and unfinished, while the works of Correggio are wrought to the highest degree of delicacy; and what may be advanced in favor of Correggio's breadth of light will, by his censurers, be called affected and pedantic. It must be observed we are speaking solely of the manner, the effect of the picture; and we may conclude, according to the custom in pastoral poetry, by bestowing on each of these illustrious painters a garland, without attributing superiority to either.

“To conclude, I will venture to repeat in favor of Rubens what I have before said in regard to the Dutch school, that those who can not see the extraordinary merit of this great painter either have a narrow conception of the variety of art, or are led away by the affectation of approving nothing but what comes from the Italian school.”

Correggio was born in Modena in 1494; he was the founder of the Lombardy school of painters, and died at the early age of 40 years from excess of labor, being in very indigent circumstances. He was remarkable for the coloring of his pictures, and the females which adorned them have always been considered models of perfection.

Brussels contains several splendid cathedral churches, erected in the Middle Ages, at the head of which stands the *Cathedral of St. Gudule*, founded in 1010. The outside was restored in 1843. Its imposing front is surmounted by two large square towers, from the top of which Antwerp is distinctly visible: its bell weighs 14,500 pounds. It is remarkable for the beautiful painting of its windows. The magnificent representation of the Last Judgment, in the principal window, is by Frans Florins, a celebrated Flemish painter. The windows of the north chapel, of the Sacrament, of the Miracles, are by Roger Van der Weyde. In this chapel are preserved three miraculous consecrated wafers, said to have been stolen by Jews in the 14th century, and miraculously recovered. They were stolen on Good Friday, and the Jews, to add to the sacrilege, are supposed to have stabbed the wafers with their knives, when streams of blood gushed from the wounds. The Jews were then struck senseless, and the inhabitants, supposing this a second miracle, tore their flesh from their bones and burned them at the stake. There is no doubt that the whole thing was trumped up for the purpose of enriching the accusers with the confiscated goods of the Jews, who were very wealthy at the time. These wafers are still annually paraded with great pomp through the principal streets.

The pulpit of the Cathedral is formed of wonderfully carved groups of figures, representing the expulsion of Adam and Eve from Paradise: the figures are the size of life. Above the pulpit, which is

supported by the tree of knowledge, stands the Virgin, holding the infant Jesus in her arms, who is endeavoring to thrust the cross into the serpent's head. The Cathedral contains numerous magnificent altars and fine paintings. The organ is remarkable for the depth and power of its intonations and perfect unison.

The Cathedral of *Nôtre Dame de la Chapelle* in the Rue Haute is a beautiful Gothic structure, founded in 1134. The monuments contained in it are very numerous, chief of which is that of the Spinola family; it stands to the left of the altar. We find, also, a large number of very fair pictures. Its pulpit is curiously carved, representing Elijah fed by an angel.

The church of *Nôtre Dame de bon Secours*, built in the 17th century, is surmounted by a lofty dome. The ornaments of the interior are very magnificent; it is the best attended church in Brussels, and high mass is very frequently performed.

The church of *Nôtre Dame des Victoires* is a beautiful Gothic structure, founded in the 13th century. Its exterior is profusely ornamented, and is very symmetrical in its plan. It contains many marble monuments and statues, and its organ is considered one of the finest in Belgium.

In the church attached to the convent of *Bequin* nuns there are some very fine pictures. The convent formerly contained over 1000 nuns. There are two other convents in Brussels—one, *Les Sœurs Noires*, the other the convent of *Berliamont*.

The old court, or Palace of the Fine Arts, is divided into three departments: the first contains the paintings of the great Flemish masters, from Van Eyck to Rubens, and their numerous pupils; the second contains a splendid library of 200,000 volumes and 20,000 MSS.—many of the latter were collected at a very early period by the Dukes of Burgundy, and are of great value; the third, the museum of natural history, which is in the lower story, and surpasses in extent and value every other in the kingdom.

The different collections are open to travelers on Sundays, Mondays, and Thursdays, also on fête-days: admission gratis. A fee to the porter will open the doors at all times.

Brussels has numerous and excellent establishments of public instruction; a free

university, founded 1834; a primary normal-school; an academy of painting, sculpture, and engraving; a royal school of music; a deaf, dumb, and blind school, established 1834; primary and industrial schools.

The *Palais de Justice*, inaugurated in 1883, is one of the grandest buildings in Europe, almost dwarfing, in fact, the rest of Brussels.

The *Restaurant des Frères Provençaux*, in the Rue Royale, is one of the best in Belgium, under the personal supervision of the proprietor, M. Fonteyne.

The new *Bourse* of Brussels is a fine building. The interior plan is that of a Latin cross. Twelve gigantic Corinthian columns, imitation of rose-colored marble, sustain the cupola, its dominant feature externally. At the sides are smaller pillars, imitating porphyry, which support galleries leading to the rooms on the first story. At the further end of the cross are four large allegorical caryatides. The pavement is mosaic, tastefully arranged, and the lighting is by sun chandeliers on the roof, which inundate the decorations with a flood of light.

The palace of Aremburg contains some very fine paintings and curiosities. It is shown in the absence of the family. A fee of two francs for a party is expected. In the studio of Verbockhoven, in Rue Royale Extrêmeure, there are some very fine paintings. There is a very nice café in the park near the theatre. If you do not intend to remain many days in Brussels, and have no courier with you, take a valet-de-place by all means. The regular tariff is five francs per day. The excursion to *Waterloo*, which of course you must make, will occupy a whole day. The distance is about 12 miles. A carriage with two horses will cost about one napoleon. Stage-coaches leave Place Royale every morning for the field, fare five francs. The most direct mode to visit the field is by rail to *Braine l'Alleud*; thence by carriage to the *Hôtel du Musée au Lion*. At the hotel good, reliable guides are always to be found. There are several other guides in the neighborhood, who speak both French and English, and who were in the famous battle; they are very accommodating, and will describe the action in ac-

cordance with *your* sympathies, no matter on which side they are. The field is now covered with smiling crops of corn. A conical mound 200 feet in height, and surmounted with a bronze figure of the Belgic lion, commemorates the events of June, 1815. From the top of this mound is the best position for surveying the field. It marks the spot where the Prince of Orange was wounded, and the very centre of the conflict, although on both sides of it, at the *Farm of la Haye Sainte* and the *Château of Hougomont*, some of the most bloody combats took place.

There exists a great diversity of opinion in regard to the merits of this memorable event, the number of men engaged; whether the English had or had not gained the day before the arrival of the Prussians. The best English and German authorities say that Napoleon's force was 75,000 men; while the Duke of Wellington's was but 54,000, and only 32,000 of these were of the British or German legion; and the Prussian General Mülling says "the battle could have afforded no favorable result to the enemy, even if the Prussians had never come up." The Prussians certainly did not do much execution until after seven o'clock, it being nearly five o'clock before the first regiment arrived. One of our own writers on the subject says: "In regard to the battle of Waterloo, were we to believe the British accounts, the victory would have remained with them, even though no Prussians had arrived on the field, while the Prussian and French statements unequivocally demonstrate to the contrary. The British maintained their position with the most obstinate courage; no one doubts that; but, in the language of Gneisenau's official bulletin, 'Napoleon continually advanced in masses; and with whatever firmness the English troops maintained themselves in their position, it was not possible but that such heroic exertions must have a limit.' And even after the arrival of the fourth Prussian corps under Bulow, it is more than probable that the field of battle would have remained in possession of the French. As the result was, it would be difficult to account for the glory which the British and Prussians have taken to themselves for effecting, with 140,000 men and 380 pieces of cannon, the rout of a French army with 70,000 men

and 240 guns, did we not know that the latter was commanded by the French Emperor, 'who, out of thirteen of the greatest pitched battles recorded in history,' had lost but one before the battle of Waterloo."

Near the building of the farm of *la Haye Sainte*, which was riddled with shot, is the spot where the brave English Life-guardsmen was buried, after having killed nine Frenchmen with his own hand. Near the mound, on either side of the road, are two monuments erected, one to the Hanoverian officers of the German legion, the other in memory of Col. Gordon, erected by his family. The epitaph on the last is one of the most touching ever penned. Descriptions of the battle may be purchased on the field. When we say that large quantities of buttons are imported yearly to satisfy the demands of the relic-hunter, the traveler will know what importance to place upon them.

About three miles distant from Brussels, to the northward, and near the west bank of the Senne, is the palace of *Laeken*, the frequent residence of the king. The château of *Laeken* was originally bought by the first Napoleon during the time of the imperial supremacy, and when part of the Low Countries, to which Belgium had till then belonged, was absorbed by France, as a palace for the Empress Josephine; and it was beneath its roof that he signed his fatal declaration of war against Russia—a locality pregnant with yet darker influences on his destinies. The gardens and park attached to the palace are very fine. Madam Malibran was buried in the cemetery of *Laeken*, and a monument erected by her husband. The palace is now occupied by the Empress Charlotte.

Leaving Brussels by the *Station du Nord*, near the Botanic Gardens, we pass

Schaerbeck, whence a railway diverges to Louvain, and then reach

Vilvorde, an interesting town, in which Tindal, the translator of the Bible into English, suffered martyrdom. Its church contains some finely carved stalls.

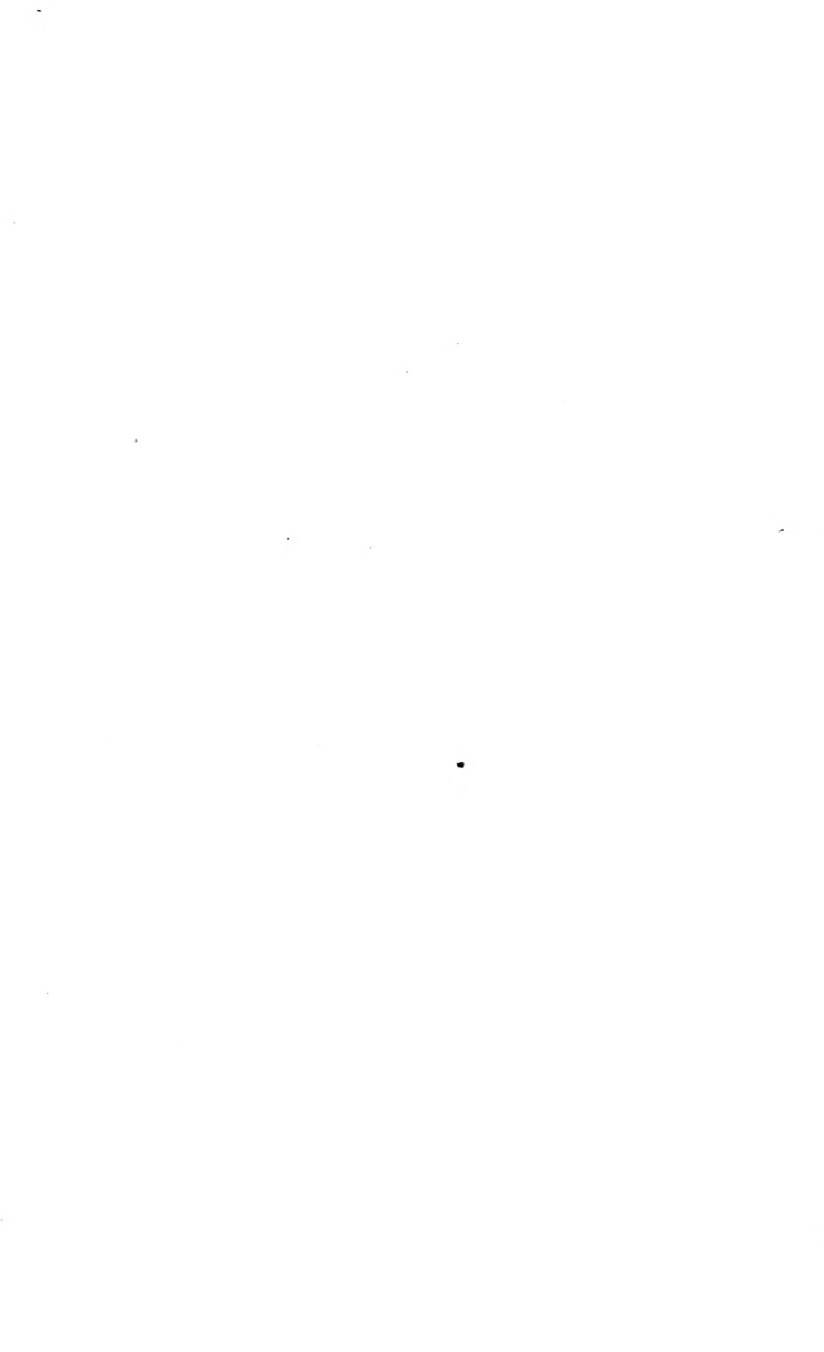
Between this town and Mechlin the *Château of Steen*, the favorite residence of Rubens, may be seen on the right. It was purchased by the artist in 1635; a portion of the ancient building still remains. *Teniers* inhabited a farm-house at *Perck*, one and a half miles from Steen, and was bur-

ied in the village church, which possesses a Crucifixion painted by him within a wreath of flowers.

Mechlin, or *Malines*, containing 36,100 inhabitants, is one of the most picturesque towns in Belgium. Hotels, *La Grande Cigogne* and *Cour Impériale*. The name of this city is familiar to travelers from the celebrated Mechlin lace which is manufactured here. It is of a coarser kind than that made at Brussels, and its manufacture has fallen off considerably. The town is divided by the River Dyle into two parts. The streets are wide, and the houses on the public square and market-place are large and well built. The principal object of curiosity in the town is the fine Gothic cathedral of *St. Rumbold*. It has a tower 350 feet high, of massive construction. Its pulpit is very curious; the carvings represent the conversion of St. Paul. In the chapel on the left is the masterpiece of Vandyke; it is the *Crucifixion* of Christ between the two thieves. Sir Joshua Reynolds says it is the most capital of all his works. In the different chapels around the choir are several paintings by Michael Coexie, a native of Mechlin, and pupil of Raphael. The church of *St. John* possesses several of Rubens's best paintings, among which is the Adoration of the Magi. To show the rapidity with which Rubens painted, there is a receipt of his preserved in the church, which states that he painted eight of these pictures in eighteen days, for which he received 1800 florins. In the church of *Notre Dame* may be seen his *Miraculous Draught of Fishes*. This is considered one of his best works.

In the midst of the *Grande Place* stands a statue of Margaret of Austria, gouvernante of the Low Countries, the aunt of the Emperor Charles V.

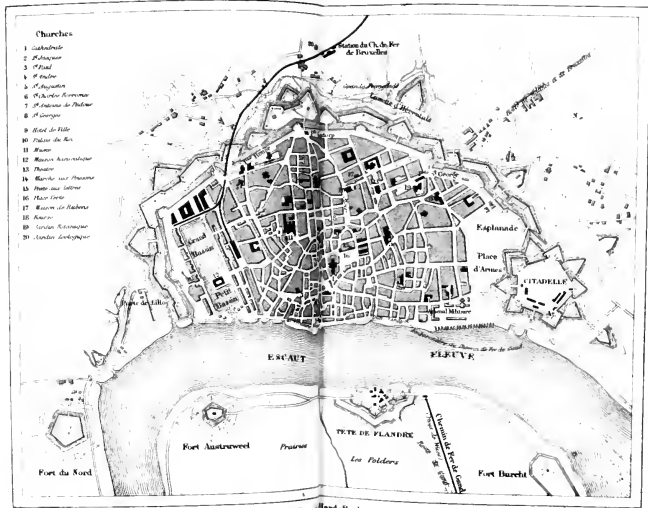
The railway station is at a short distance from the town, and, being the point of ramification for four of the principal Belgian lines, travelers should be particular in changing to get into the right train. The four lines are: the Northern, leading to Antwerp; the Eastern, running to Louvain, Liège, and Verviers (Spa); the Western, to Ghent, Bruges, and Ostend; and the Southern, to Brussels, Mons, and Charleroi. An obelisk has been erected at the point of divergence of the lines.



ANTWERP

Churches

- 1 Cathédrale
- 2 St. Jacques
- 3 St. Paul
- 4 St. André
- 5 St. Augustin
- 6 St. Charles Borromeo
- 7 St. Antoine de Padoue
- 8 St. Georges
- 9 Hôtel de Ville
- 10 Palais de Rex
- 11 Mairie
- 12 Musée d'Archéologie
- 13 Théâtre
- 14 Marche aux Herbes
- 15 Place aux Laines
- 16 Place Verte
- 17 Maison de Rubens
- 18 Ancien
- 19 Ancien Séminaire
- 20 Ancien Collège



From *Malines to Antwerp*, distance 14 miles. Time, 45 minutes; fare, 2 fr. 30 c.

Antwerp contains 163,011 inhabitants: principal hotel *St. Antoine*, on *Place Verte*, most admirably conducted by Mr. Charles Cruyt, well known as manager, during fourteen years, of *Delmonico's*, New York; fine table d'hôte, good cooking, clean rooms, and an excellent wine-cellar.

Antwerp, on the right bank of the *Scheldt*, is the chief port of Belgium, and commands a large amount of foreign trade. It is one of the best-fortified cities in Europe. Its citadel stands on the right bank of the *Scheldt*, which is navigable for vessels of the largest burden. From the 12th to the 14th century it was one of the principal commercial cities of the globe. The *Treaty of Westphalia*, in 1648, ruined her commerce by driving her merchants to *Amsterdam* and *Rotterdam*. It began to recover its former prosperity, however, toward the end of the last century.

Anterior to the close of the 15th century, Antwerp was almost without a rival among the commercial cities of Europe. In the great struggle which then arose its citizens embraced the Reformed cause, in support of which their town suffered the most dreadful calamities. In 1576 it was sacked by the Spaniards, and being afterward wrested from them, surrendered on favorable terms, after a siege of more than a year's duration, to the Prince of Parma. Subjected to the bigoted and tyrannical sway of Spain, and oppressed by the active rivalry of Holland, it lost nearly all its commerce, and presented the mere shadow of its former greatness. With its occupation by the French at the close of the last century commenced a partial revival of its prosperity. Bonaparte made it one of his grand naval arsenals, and spent enormous sums on the construction of its docks and other works. It is fast recovering, however, the thrifty aspect, extensive trade, and numerous population which it possessed at an earlier period, when its inhabitants are said to have numbered 200,000 persons.

There are few places in Europe so rich in magnificent churches and embellished by the most remarkable works of art, such as Rubens's, Vandyke's, Jordaen's, and other great masters of painting, who were natives of Antwerp. The principal street, *Place de Mère*, rivals any in Europe. The

older and narrower streets, bordered by lofty houses with their gables to the streets, are singularly picturesque.

The most important public edifice of Antwerp, and one of which its citizens are justly proud, is the *Cathedral*, a magnificent building 395 feet long and 250 feet wide. Of the height of its steeple we hardly know what to say, the difference between different authorities is so great. Schrieber says it is 466 feet. Murray's *Hand-book* gives it 403; while the *Penny Cyclopædia* affirms it to be only 336! It is of the most beautiful and delicate workmanship. The original design was to raise both towers to the same height. The finished tower contains a mammoth set of chimes: a fee of 1 fr. for one person, and 1 fr. 50 c. for a party, is demanded by the custodian to make the ascent. The view is very magnificent.

Near the foot of the tower will be seen a splendid iron canopy: it is the work of *Quentin Matsys*, the blacksmith of Antwerp, who fell in love with a painter's daughter, but was refused by her father, who would bestow her hand only on a painter. He abandoned the anvil and took to the easel, and eventually far surpassed her father in his own art, as his masterpiece, the "*Descent from the Cross*," in the Museum, will testify. He married the daughter, and left these two monuments of his genius.

The Cathedral and other churches are open from 6 to 12, and from 4.30 to 5.30; most of the finest paintings, however, are veiled, and are shown only between 12 and 4 on payment of a fee of 1 fr. for one person, with proportionate reduction for a party.

The interior of the Cathedral corresponds in magnificence and grandeur with the exterior; but its chief attraction is the masterpiece of Rubens, "*The Descent from the Cross*." It presents Joseph and Nicodemus removing the body of Christ from the cross, while the three Marys are near, assisting with all the care and tenderness imaginable, for fear the dead Saviour might still have the power to feel. The suffering Mary, kneeling and looking up at her Redeemer, with tears of love and sorrow, is one of the most magnificent conceptions of female loveliness. Sir Joshua Reynolds says he considers "*Rubens's Christ*" as one of the finest figures that ever was invented; it is most correctly drawn, and, I ap-

prehend, in an attitude of the utmost difficulty to execute. The hanging of the head on his shoulder, and the falling of the body of Christ on one side, give it such an appearance of the heaviness of death that nothing can exceed it."

This picture was given by Rubens for the ground on which he built his house in Antwerp.

In the north transept of the Cathedral is Rubens's next best work, "*The Elevation to the Cross.*" There are also his "*Resurrection of the Saviour*" and "*Assumption of the Virgin.*" The sculptured Gothic stalls in the principal choir, and the carving of the pulpit, are well worth a visit. In front of the Cathedral, in Place Verte, there is a fine bronze statue of Rubens by Geefs. The old convent of the *Recollects* has been converted into a *Museum*, in which is a magnificent collection of paintings, comprising the choicest specimens of the masters of the Flemish school, Vandyke, Jordaens, Rubens, Teniers, and others. Admission from 10 to 3; Sundays and Thursdays free; on other days 1 fr. There is a very good catalogue, which you should by all means buy. It is impossible to give the numbers of each picture, as custodians are continually changing them.

You will here find the masterpiece of Vandyke, "*The Crucifixion.*" This celebrated artist must not be confounded with Peter Vandyke, who was also a distinguished painter, and born at Amsterdam. Antoine Vandyke was born at Antwerp in 1599; he was a pupil of Rubens; he traveled through Italy; resided some time at Rome, and a long time at Venice, which he visited for the purpose of studying the coloring of Titian, Paul Veronese, and the Venetian school. He painted the portraits of many noted personages; one of his chef-d'œuvres is a portrait of Charles I. on foot, which is at the Louvre; his *St. Sebastian* is at the same place. He died in 1641. There are two other pictures of Dead Christs by this artist that have acquired great celebrity. There are two pictures by Rubens here which are considered by many as fully equal to his "*Descent from the Cross*" and "*Elevation to the Cross*" in the Cathedral: they are the "*Crucifixion of Christ between the two Thieves,*" and his "*Dead Christ,*" who lies on a stone table, covered with straw. The art-

ist, in the former picture, has chosen the time when the executioner is plunging his spear into the Saviour's side; at the same time, a soldier is breaking the limbs of one of the malefactors, the expression of whose face is truly horrible: in his writhing he has torn one of his feet from the cross. The attitude of the other, as he gazes on the dying Saviour, is truly expressive of repentance; the horse of the good centurion is a magnificent composition. There are several other pictures here by Rubens of inferior merit. "*Boors Smoking,*" by *Teniers*; this artist was born at Antwerp in 1610; his father also was a painter. His pictures are mostly small in size. All the sovereigns of his time conferred honors on him, Louis XIV. only excepted.

The church of *St. Jacques* is the handsomest in Antwerp. It contains nearly all the monuments and vaults of the leading families, chief among which is the tomb of Rubens, who was buried here. It is covered with a slab of marble sunk in the floor.

During the excitement of the French Revolution, when all the other tombs in the church were pillaged, the universal respect for Rubens's genius left this unscathed. There are numerous paintings by Rubens in this elegant church, among which is his *Holy Family*.

Outside of *St. Paul's Church* is a representation of *Calvary*, a very singular composition. At the top of the eminence there is a figure of Christ on the cross; at the bottom there is what is pretended to be a copy of the holy sepulchre, or some portion of it, at Jerusalem, though in no one particular can we see any similarity, and we examined it very carefully. In one part of the grotto there is a figure dressed to represent the Saviour as he lay in the sepulchre; in the other there is a painting representing hell. It contains numerous faces, apparently in great torment. The paintings are miserable, and the design worse. Scattered all around are statues of saints, priests, and prophets in various attitudes. The principal picture within this church is Rubens's "*Scourging of Christ.*"

There is also an *Adoration of the Shepherds*, attributed to the same artist; an early picture by *Vandyke*, of *Christ Bearing the Cross*; a *Crucifixion*, by *Jordaens*; and a curious picture, by *Teniers*, the *father*, representing the *Seven Acts of Mercy*.

The church of *St. Augustine* contains Rubens's celebrated picture of "The Marriage of St. Catharine." It is the altar-piece of the church, and considered one of his best works. "The Ecstasy of St. Augustine," by Vandyke, has justly obtained a world-wide notoriety.

In *St. Andrew's Church* is a beautifully carved pulpit, representing Andrew and Peter called from their nets by the Saviour: the figures by *Van Gheel*, and the other portions executed by *Van Hool*. The altar here is also a fine piece of sculpture by *Verbruggen*. A medallion portrait of Mary Queen of Scots, by *Porbus*, hangs against a pillar facing the right transept: it is attached to the monument of Barbara Maubray and Elizabeth Curle, two of the queen's ladies in waiting, and one of whom received her last embrace previous to her execution. Notice in the left transept a Crucifixion of St. Andrew, by *Otto Vennius*, the master of Rubens.

The *Hôtel de Ville* is a handsome building of Italian architecture, containing several finely carved chimney-pieces and some excellent frescoes, by *Bavon Leys*. The new *Bourse*, near the *H. St. Antoine*, is a handsome building in the late Gothic style. The *Theatre* is devoted to French plays, but performances only take place between the months of September and May.

The house in which Rubens died was situated in Rue de Rubens. After Rubens's death the Duke of Newcastle resided here, and entertained Charles II. while in exile. One of the most interesting places to visit in Antwerp is the *Zoological Gardens*. The large collection of beautiful birds and fine specimens of animals are not a whit inferior to those of London. Antwerp is noted for the magnificence of its black silk, which is a specialty of this city. The oldest and best house is that of J. H. Vanbellingen and Max'n Suremont. The Belgian Faille and Levantine Washing Silks are much esteemed in England and America.

An International Exhibition will be held in 1885, from May 1st to October 1st. Visitors will find more and better accommodation at Brussels.

From *Antwerp to Brussels*. Time, 57 m.; fare, 3 fr. 35 c.

From *Antwerp to Mechlin*. Time, 27 m.; fare, 1 fr. 85 c.

From *Antwerp to Ghent*. Time, 1 h. 20 m.; fare, 4 fr. 50 c.

From *Antwerp to Rotterdam*. Time, 2 h. 27 m.; fare, 13 fr. 80 c.

Antwerp to London, via Harwich, every Monday, Wednesday, and Friday, by the Great Eastern Railway Company's steamers. (See advertisements.)

ROUTE No. 135.

Brussels to Liège and Verviers (Spa), via Namur, by rail. Time, 3 h. 5 m.; fare, 9 fr. 50 c.

The express route to Liège and Spa is via Louvain (see Route No. 138).

Namur, the Sheffield of Belgium, containing 26,530 inhabitants (best hotel, *Hôtel de Hollande*), is beautifully situated at the junction of the Sambre and Meuse, but contains few objects of interest to attract the notice of travelers. Should they stop, the fortifications and citadel are well worth a visit, as is the handsome cathedral of *St. Aubin*. It contains the mausoleum of Don John of Austria, the hero and conqueror of Lepanto.

Namur to Liège. Time, 1 h. 20 m.; fare, 4 fr. 80 c.

Liège, situated at the junction of the Ourthe and Meuse, contains (1881) 121,787 inhabitants. *Hôtel de l'Europe* is a very good and old-established house, in the town. Liège is the Pittsburg of Belgium. It chiefly manufactures fire-arms, over 500,000 being yearly made here. It contains a cannon-foundry, and manufactories of spinning-machines and cutlery. Liège was anciently an imperial free city, governed by bishops, who held the rank of independent princes from the 10th century down to the French invasion of 1794. Although there are still some twenty churches remaining, the number was four times as great in the middle of the 16th century. The principal religious edifice is the *Cathedral*, which dates back to the 10th century. It contains some good paintings. The carving of the oaken pulpit is magnificent. The church of *St. Jacques* is most elaborately painted and gilded, and its painted glass is considered the very perfection of the art. The *Palais de Justice*, formerly the bishop's palace, was erected in the early part of the 16th century by Bishop Erard de la Marck, a descendant of Sir

Walter Scott's William de la Marek, who figures in his "Quentin Durward," the scene of which is laid at Liège. The watch-tower that rises above the *Palais* is now used as a prison. The University, a very beautiful edifice, erected in 1817, contains a Museum, in which is stored a fine collection of fossil remains found in the neighborhood. There is also a fine botanical garden attached. Outside the walls, in the midst of very elegant grounds, there is a Casino, in which balls are given. Strangers are freely admitted. We would strongly recommend the traveler, if he has not read "Quentin Durward," to do so ere he visits Liège, and when in the bishop's palace he may recognize much in Sir Walter Scott's novel. It is asserted by some writers that Sir Walter never visited Liège, but it seems hard to reconcile that statement with his very accurate descriptions.

Liège to Spa; time, 1 h. 10 m.; fare, 3 fr. 50 c.;—*to Cologne*; time, 3 h. 24 m.; fare, 16 fr. 10 c.

Pepinster, a junction station (30 miles from Liège), whence a branch line goes in 20 minutes to Spa.

Spa, celebrated for its iron waters, its beautiful situation, and the salubrity of its climate, is about four hours from Brussels, and nine hours from Paris. Hotels; *d'Orange* and *de l'Europe*. The *d'Orange*, next to the Casino, is one of the most-frequented houses in Belgium. The *de l'Europe* is a first class house, close to the English church and Casino.

Spa contains 6000 inhabitants, but this population is more than doubled during the season, which lasts from the 1st of May to the 1st of November. The Spa waters enjoyed a great reputation in the earliest period of history, and are mentioned by Pliny in his writings. In the 12th century strangers flocked here in search of cure, and camped in tents round the different sources. It was not until the 14th century that Collin Leloup, having been cured by the waters of Spa, obtained from the Prince of Liege a concession of land near the Pouhon, and erected a house for the reception of strangers. Gambling-houses, sanctioned by the government, were established during the last century, at the end of which the Waux-hall, Salle Levoz, and the Redoute were the three great rival houses. The play, however,

was finally centred in the Redoute, by an agreement with the government, by which the company was to pay half its gains to the state, and at the same time give balls and concerts in its saloons to the strangers who flocked to Spa, drawn either by love of gambling or by the reputation of the waters. The number of visitors attracted in this manner was very great until the year 1872, when, in accordance with an agreement made by the Belgian and German governments, the gambling here was stopped, as well as in Homburg, Wiesbaden, Baden-Baden, etc.

Thanks to this suppression, Spa has again become, as it was formerly, frequented by an elegant and choice society, drawn here by the beauty of the country and the celebrity of the waters.

The sources or fountains are eight in number:

1. The *Pouhon* of Peter the Great, situated in the centre of the town, under a colonnade dedicated to the memory of that illustrious emperor. The water of this spring is especially efficacious for weakness of blood, and for illnesses of women and young girls.

2. The *Tonnelet* acts on constitutions wanting in vitality, and fortifies the stomach and intestines.

3. The *Sauvenière* has a more acid taste than the Pouhon, and has the reputation of curing sterility in women.

4. The *Groesbeck* is employed in cases of gout, rheumatism, gravel, etc.

5. The *Geronstère* contains both iron and sulphur, and is efficacious in cases of bronchitis, asthma, and pulmonary affections.

6. The *Barisart* contains also a slight quantity of sulphur, and is generally given to extremely delicate persons to habituate them to the waters of Spa.

7. The *Marie Henriette*, brought through pipes to the town from a place two miles distant, serves in strengthening the muscles, increasing the vitality of the organs, etc.

8. The *Champignon* is used as a lotion in maladies of the eyes or inflammation of the eyelids.

As many maladies are more easily cured by external than by internal application of the waters of Spa, a large bathing establishment has been erected, containing

fifty-four bath-rooms, furnished with all necessary comforts, and of exquisite cleanliness. There are also several rooms for douches, hot and cold; for Russian baths and vapor baths.

The promenades and excursions in the neighborhood of Spa are very beautiful; but as their attractions consist principally in the beauty of the scenery, our limits will not allow a lengthy description. The "Allee du Martian," "Promenade de Sept Heures," "Montagne d'Annette et Lubin," "Près de Quatre Heures," "Tour des Fontaines," "Promenade des Artistes," "Promenade d'Orleans," "Cascade de Loo," etc., should all be visited by the traveler.

During the season a band plays every day at two in the Promenade de Sept Heures, and again at half past-six in the Place Royale.

The *Casino*, formerly called the Redoute, is situated in the Rue Royale, near the Hôtel d'Orange. Here gambling was lately carried on. The building now contains a restaurant, café, billiard-room, and saloon for ladies on the ground-floor. On the first floor is a reading-room, card-room (for whist, écarté, dominoes, etc.), picture-gallery, and large ball-room, where, five evenings in the week, dancing is going on. Wednesdays and Saturdays are the great ball days, when a large orchestra is employed. Besides the balls, concerts are frequently given; and every thing possible is done by the direction of the Casino to make the stay of strangers agreeable. Entrance is allowed only to respectable persons, on the payment of a moderate sum per month.

A magnificent new Bath Establishment was opened here in 1877.

Horse-races take place in June, by which large numbers are drawn to the town; the steeple-chases are in September.

Eight miles from Spa is the ruined castle of *Les Quatre Fils Aymon*, the former residence of "the Boar of Ardennes," William de la Marek—one of Sir Walter Scott's characters in *Quentin Durward*—who slew the Archbishop of Liege. Spa is celebrated for the manufacture of wooden toys.

Verviers, a town of 33,750 inhabitants, contains nothing but weavers and dyers;

in the town and suburbs 45,000 persons are employed in making the cloth of *Verviers*, \$20,000,000 in value being manufactured here annually. Small baggage is here examined preparatory to entering Prussia.

From *Verviers* to *Aix-la-Chapelle*. Time, 1 h. 6 m.; fare, 2 fr. 70 c.

From *Verviers* to *Cologne*. Time, 2 h. 26 m.; fare, 14 fr. 20 c.

Verviers to *Brussels*, direct, via *Liège* and *Louvain*. Time, 2 h. 50 m.; fare, 9 fr. 60 c. (this Route to *Liège*, thence Route No. 138 to *Brussels*),

ROUTE No. 136.

Brussels to *Luxembourg*, via *Namur* and *Arlon*. Time, 5 h. 20 m.; fare, 17 fr. 20 c.

Brussels to *Bâle*, via *Luxembourg* (mail-route to Switzerland) in 14 h. 14 m.; fare, 54 fr. 10 c., sleeping-car;—to *Strasbourg*; time, 10 h. 57 m.; fare, 39 fr. 70 c.

Leaving *Brussels* from the *Luxembourg* station in the *Quartier Leopold*, the railway passes the village of

Boisfort, a favorite resort of the people of *Brussels*, and reaches *Waterloo*, where omnibuses meet the early trains. At

Ottignies, three lines are met, going south to *Fleurus*, southwest to *Nivelles*, and north to *Louvain*. Near

Gemboux, a town of 2320 inhabitants, carrying on some trade in cutlery, is the battle-field of *Ligny*. Passing

St. Denis Boreesse station, the railway approaches

Namur, see Route No. 135.

Leaving *Namur*, the *Luxembourg* railway crosses the *Meuse* on a handsome bridge, and reaches

Ciney, the former capital of the *Condros* or *Condrosi* of *Cæsar*. From here coaches run daily to

Dinant, a charming town of 7266 inhabitants, lying at the base of limestone cliffs, surmounted by a citadel, to enter which permission is easily obtained. Winding stairs have been cut in the rocks to render the cliff's accessible, while back of the *Casino* there are several charming walks. *Hôtel Poste*.

Aye station. Population, 2340. Eight miles distant lies

Marche.—Here the treaty known as the Perpetual Edict was signed by Don John of Austria and the States of the United Netherlands in 1577. The forest scenery beyond here is very fine, and is well described by Shakspeare as the "Forest of Arden." From

Jemelle, omnibuses run in twenty minutes to

Rochefort, a picturesque town, containing a ruined castle in which Lafayette was imprisoned by the Austrians in 1792. From

Poix, two stations farther, diligences run to the *Abbey of St. Hubert*. Distance four and a half miles. This abbey was founded by Pepin d'Héristal, a kinsman of St. Hubert. The latter was devoted to hunting and manly sports. One Good Friday, while forgetful of the holy feast and entirely engaged in his favorite sport, a stag suddenly appeared before him, with a cross growing between its horns. This miraculous apparition caused him to renounce the world, and to pass his remaining days in penance and prayer. He afterward acquired a great degree of sanctity, and was resorted to by an immense number of pilgrims, upon whom various miracles were worked. Not only his hands, but his garments were efficacious in curing madness or hydrophobia, if a mere shred were placed upon the patient's head. The body of the saint was deposited in the abbey in 825, but it is believed to have been destroyed in the conflagration of 1568. The church now contains a handsome altar-tomb, with a reclining effigy of St. Hubert in marble, and eight bas-reliefs, representing different scenes in his life; it was erected by Leopold I. in 1850, and is one of the best works of *W. Geefs*. In the sacristy numerous relics of the saint are shown.

Arlon, supposed to be the *Orolanum* of the Romans, contains 5700 inhabitants. It is the capital of the Belgian portion of the Duchy of Luxembourg, which was given to Belgium by the treaty of 1831. At

Beltingen the railway crosses the Dutch frontier, and soon reaches

Luxembourg. Population, 15,000. See Route No. 130.

Railways run from here to Trèves, to Metz, and Strasburg, and to Pepinster by Diekirch and Spa.

Luxembourg to Basle and Strasburg, see Route No. 130.

ROUTE No. 137.

Brussels to Ostend, via Ghent and Bruges, by rail; time, 2 h. 15 m. (quay, 2 h. 37 m.); fare, 9 fr. 30 c., and 9 fr. 50 c. *Brussels to Ghent*; time, 1 h. 6 m.; fare, 4 fr. 35 c.;—*to Bruges*; time, 2 h.; fare, 7 fr. 30 c.;—*to London*; time, 9 h. 39 m.; fare, 59 fr. 35 c.

Ghent, or *Gand*, situated at the confluence of the Scheldt and Lys, contains 132,839 inhabitants. *Hôtel du Nord*, a fine, first-class house of old reputation, on the Place des Armes, well conducted by the proprietor, M. Marit.

In the time of Charles V. (1540) Ghent was supposed to be the largest city in western Europe, and contained nearly 200,000 inhabitants; but having rebelled against its sovereign, and proposed to transfer its allegiance to his rival, Francis I., king of France, it forfeited its best privileges, and enormous subsidies were levied on it, from the effect of which it never fully recovered. In 1400 the city of Ghent had 80,000 men capable of bearing arms, and has for five years at a time withstood the siege of its sovereign; but, when conquered, what fearful retribution the inhabitants underwent!

The circumference of the walls of Ghent is between 7 and 8 miles. The city is divided into numerous islands, formed by the rivers Scheldt and Lys, most of which are bordered by magnificent quays. There are over seventy bridges crossing the different canals and rivers. The streets are generally wide and the houses handsome, although antique. There are a large number of public squares; the principal are *St. Peter's*, which serves as a parade-ground for the garrison, and *Friday Market Square*, named from its weekly linen market held on that day. In this square there is an enormous iron ring on which the authorities expose all defective linen brought into the market. Here the horrible civil broil took place between the weavers and fullers, when 1500 persons were slain. Here, also, the people of Ghent gave their oath of fidelity to Van Artaveldt previous to

his leading them against their oppressor, Louis de Male.

One of the oldest relics in Ghent, and perhaps in Belgium, is the turreted gateway formerly belonging to the castle in which John of Gaunt, or Ghent, was born; it was built in 868, and Edward III., father of John of Gaunt, resided here in 1338: it is situated in Place Pharäilde.

The principal building in Ghent is the *Palace of the University*. It was founded by William I., king of Holland, in 1816. It contains an amphitheatre capable of holding 1600 persons, where prizes are distributed to the students of the University: there are also a library and cabinets of natural history and comparative anatomy. The *Cathedral of St. Bavon*, founded in 941, externally has a very ordinary appearance, but the interior is unrivaled by any church in Belgium. It is entirely lined with black marble; the balustrades and pillars, which are of pure white or variegated Italian marble, form a beautiful contrast. Over the choir are placed the arms of the Knights of the Golden Fleece. Philip II. of Spain held the last chapter here in 1559. This church contains many very valuable pictures, chief among which are Rubens's *St. Bavon Renouncing the Profession of Soldier*, and the brothers Van Eyck's *Adoration of the Lamb*: this is one of the most celebrated pictures in Europe. It was taken to Paris by Napoleon, and only the *body* of the picture was returned; the wings or shutters that inclosed it are preserved in the Museum at Berlin. Considering it is 430 years since this picture was painted, the coloring is most remarkable; it looks as pure as the first day it left its painter's hands.

The church of *St. Michael* contains the once famous picture of the "*Crucifixion*," by Vandyke, but it has been ruined by modern restorers. There are several fine modern paintings in this church. There are numerous other churches, such as *St. Peter*, *St. Martin*, and *St. Nicholas*, all of which contain very fine paintings.

Near the Cathedral of *St. Bavon* is situated the famous *Belfry Tower*, founded 1183. Its summit is ornamented with a copper dragon taken from the city of Bruges in 1445; its lower part is now used as a prison; it formerly served as a watch-tower, and in case of the approach of an enemy the

ringing of its bell was the signal to collect the citizens together for the purpose of arming or deliberating. When the Emperor Charles V. punished the citizens of Ghent for their insurrection by beheading some, forfeiting the estates of others, and compelling the corporation to demand pardon on their knees, barefooted and bare-headed, with ropes around their necks, even this *bell* was punished for aiding in the insurrection by calling the inhabitants together, and was taken down from the tower.

The only nunnery in Ghent that has survived the dissolution of these institutions is the *Grande Beguinage*. It is a small town in itself, is surrounded with a moat, and contains streets, squares, and promenades within its walls. It is inhabited by 600 nuns, many of them of noble blood. They are bound by no particular vow, and may return to the world whenever they please, but there is no case on record where they have ever availed themselves of this privilege. They may all be seen, at the hour of vespers, in the chapel. They attend the sick in the hospitals and private houses, and are considered excellent nurses.

There are about 20,000 persons employed in Ghent in bleaching, cotton-printing, and thread factories; lace-making, woolen, silk, and linen manufactures, are of considerable importance. It has many extensive sugar-refineries, distilleries, breweries, and tanneries, with manufactories of oil-cloths, chemical products, and cutlery machinery, and enjoys a large trade in agricultural produce.

Ghent has given birth to many distinguished individuals, among whom may be mentioned Charles V. of Germany, John of Gaunt, son of Edward III., Jacques van Artaveldt, "the Brewer of Ghent," and his son Philip.

This city was pillaged by the Danes, under Hastings, when repulsed from England; belonged successively to the Counts of Flanders and Dukes of Burgundy. In 1678 it was taken by Louis XIV., and in 1706 by Marlborough.

The treaty of peace between the United States of America and Great Britain was concluded here in 1814. Louis XVIII. took refuge in Ghent in 1815. The largest cannon in Europe is here; the diameter of the bore is 2 $\frac{1}{2}$ feet!

The theatre is one of the finest in Europe; it was erected by the city at an expense of nearly £500,000.

The nursery gardens in Ghent are well worth a visit.

From *Ghent to Bruges*, distance 28 miles. Time, 45 m.; fare, first class, 2 fr. 95 c.

Bruges contains a population of 51,539 inhabitants. Principal hotel, and a very good one, is the *Grand Hôtel du Commerce*, with fine garden. This town is, like Ghent, traversed by numerous canals and bridges, from whence it derives its name. Bruges was formerly the capital and residence of the counts of Flanders, who resided here from the 9th to the 15th century; in the 13th century it was one of the most commercial cities in the world, and even in the 7th century was a prosperous seat of manufacturing and commercial industry. In 1430, Philip the Good, Duke of Burgundy, here instituted the Order of the Golden Fleece; and during his reign the wealth and splendid attire of the citizens of Bruges were subjects of extreme wonder.

Bruges has preserved all the peculiarities which distinguished its appearance in the Middle Ages, although presenting a mournful aspect of desolation. Southey, in his "Pilgrimage to Waterloo," describes its ancient grandeur:

"Fair city, worthy of her ancient fame!
The season of her splendor is gone by,
Yet every where its monuments remain:
Temples which rear their stately heads on high.

Canals that intersect the fertile plain—
Wide streets and squares, with many a court
and hall,

Spaces and undefaced—but ancient all,
Where I may read of tilts in days of old,
Of tourneys graced by chieftains of renown,
Fair dames, grave citizens, and warriors bold;
If fancy could portray some stately town,
Which of such pomp fit theatre may be,
Fair Bruges! I shall then remember thee."

One of the most remarkable edifices in the city is the church of *Notre Dame*. It is surmounted by a high tower, which it is said may be seen, in remarkably clear days, from the mouth of the Thames. The interior contains some very fine paintings, among which are the "Crucifixion" and "Last Supper," by Porbus. There is also an exquisite statue of the Virgin and Child, said to be by Michael Angelo. Horace

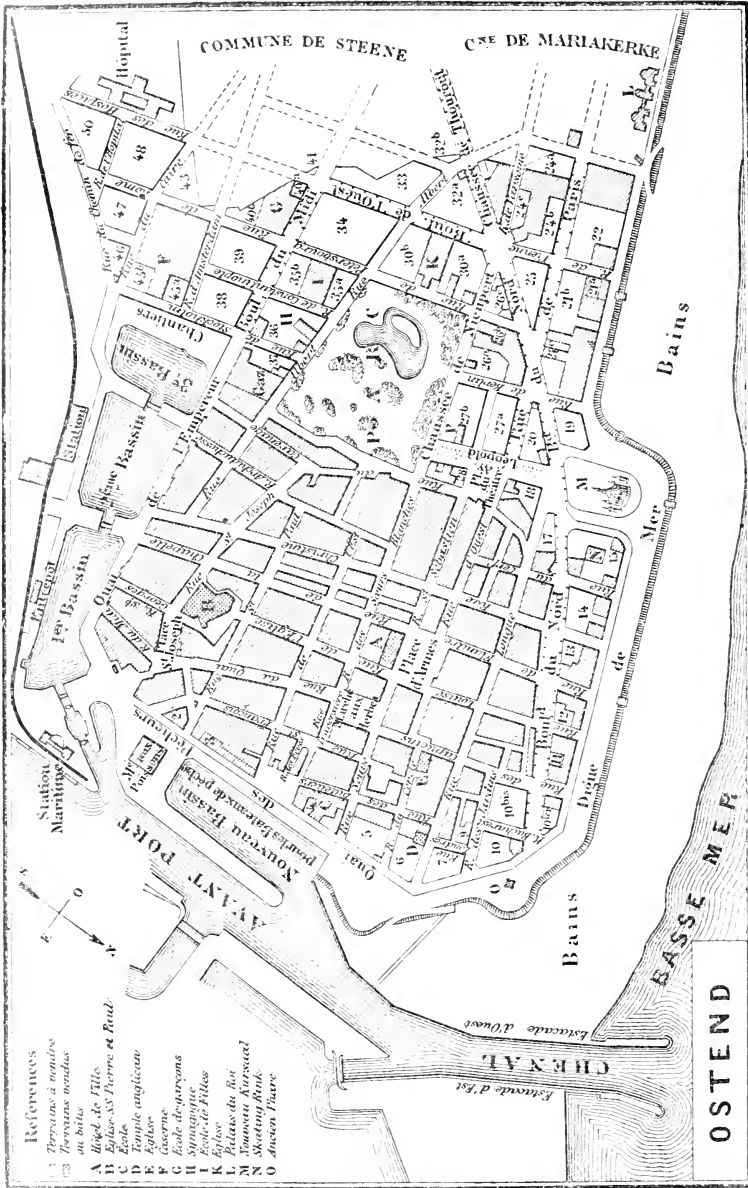
Walpole offered \$15,000 for it. But the principal objects of interest and attraction in this church are the monuments of Charles the Bold and his daughter Mary, wife of Maximilian, emperor of Austria. The last-mentioned was a lovely and amiable princess, and much loved by the Flemish people. She was thrown from her horse, during her pregnancy, while out hawking with her husband, and killed, at the early age of 25. Her father's monument was erected half a century later (1558) by his grandson, Philip II. of Spain. They are both alike; the effigies are richly gilded bronze and silver, and lie on slabs of black marble. The duke is decorated with the Order of the Golden Fleece. A fee of 50 cents is charged to inspect the monuments. The church is open at 4 P.M.

The *Cathedral of St. Saviour* is an ugly building on the exterior, being built of brick, but the interior is perhaps one of the finest in Bruges. The choir and aisles date from the 12th century, and the nave from the 14th. The arms of the Knights of the Golden Fleece may be seen above the stalls. Notice a fine picture by *Peter Porbus* of the Last Supper; the Martyrdom of St. Hippolytus, hanging in the south aisle, is falsely attributed to *Hans Memling*.

In the *Hospital of St. John* (admission, on payment of a small fee, from 9 to 12 and 1 to 6) are a number of very fine paintings, by *Hans Memling*. The most interesting of these are to be seen on the coffin in which the arm of St. Ursula is kept. On the sides are painted the different subjects from the story of this saint and her 11,000 virgins. See *Cologne*.

Notice, also, a Holy Family, attributed to Vandyke.

In the principal square, or Grand Place, stands a lofty *Gothic belfry*, considered the handsomest in Europe. In it are 48 bells, some of them weighing six tons. They are played four times an hour, and are nearly incessantly going. Their music is considered the most complete and harmonious in Belgium. They are played by means of an immense cylinder communicating with the clock. On fête-days a professor of music performs the most exquisite airs by striking on immense keys, his hands being covered with leather.



References

- 1 Perronne à nombre
- 2 Perronne nendus
- 3 au bois
- A Hôtel de Ville
- B Eglise St Pierre et Paul
- C Ecole
- D Temple anglican
- E Eglise
- F Caserne
- G Ecole de garçons
- H Synagogue
- I Ecole de filles
- J Eglise
- K Palais du Roi
- L Tourneri Kurssaal
- M Skating Rink
- O Ancien Phare

OSTEND

Gravé par J. Grossendorfer.

Harper's Hand Books

In the *Hôtel de Ville* is the public library, containing many rare and valuable manuscripts. There may also be seen the scheme of a lottery drawn in Bruges in 1445, which renders it very probable that lotteries first originated in Flanders. The *Church of Jerusalem* is a fac-simile of the Saviour's tomb at Jerusalem.

At the *Academy of Painting and Cathedral of St. Sauveur* there are some very good pictures.

From *Bruges to Ostend*, distance, 14 miles; time, 24 m.; fare, 2 fr.

Ostend, a city of 21,200 inhabitants, the finest and most-frequented bathing resort on the Continent; summer residence of the King of the Belgians, who owns here a magnificent palace by the seaside. The bathing-season opens on the 1st of June and lasts till the end of October.

In the centre of the magnificent dike stands the new *Casino* (erected by the city), an immense and splendid structure covering about 12,000 square yards, and capable of receiving 10,000 visitors. Two orchestras give daily concerts. The daily *soirées dansantes* and the grand balls of the *Casino* are much frequented.

The pleasures of the season are much varied by grand pigeon-shooting matches, regattas, horse-races, concerts, balls, fêtes of every description at the *Casino* and in the beautiful *Park Leopold*.

The *Ostend Sea-Baths* are renowned for the beauty of the beach and the evenness and fineness of the sand-bed. They are administered by the city with the greatest regard for the visitors. On an average, 150,000 baths are taken yearly. Strangers from all countries frequent the baths of *Ostend*, as well as the *crème* of Belgian society, many noble Russian families, and especially a great number of Germans, of whom it has become the favorite summer resort, since the Emperor of Germany passed several successive seasons there.

The city has been considerably enlarged and embellished since the demolition, three years ago, of the surrounding fortifications, and, thanks to a grand paved promenade on the new dike, lined by elegant villas.

Hotels: Fontaine, Continental, de la Plage, and du Phare. The *Hôtel Fontaine* is a large, first-class, and old-established house close to the sea and *Casino*, enjoying also a European reputation. The *Hôtel Continen-*

tal is an elegant new building, next to the *Casino*, with two hundred beds in rooms facing the ocean. Very fine restaurant, piazza, and lift. The *Hôtel de la Plage* is a fine house, with noted restaurant, facing the ocean a few steps to the left of the *Casino*. The *Hôtel du Phare* is a first-class establishment on the new dike, close to the light-house.

The banking-house of M. L. Del Bouille, proprietor of the building-sites of *New Ostend*, is at No 10 Avenue Léopold; M. Del Bouille will give reliable local information to travellers needing it.

Steamboats for Dover in connection with all express trains. Two departures daily from *Ostend*, at 10.5 A.M. and at 8 P.M.; two departures daily from *Dover* to *Ostend*, crossing in 3¼ hours. Same arrangements on Sunday.

Departure from *London*—Tuesdays, Wednesdays, and Sundays. Departure from *Ostend*—Tuesdays, Thursdays, and Fridays. Durations of the principal trips *by express* to *Ostend*: from *London*, 6 h. 45 m.; from *Paris*, 10 h. 10 m.; from *Berlin*, 19 h. 30 m.; from *Bâle*, 19 h. 30 m.; from *Vienne*, 39 h. 30 m.; from *St. Petersburg*, 56 h.; from *Brussels*, 2 h. 35 m. To *Cologne*; time, 11 h. 19 m.; fare, 37 fr. 50 c. (Sleeping-car 6.4 P.M., 10.30 P.M. from *Cologne*, 10 marks.)

ROUTE No. 138.

Brussels to Louvain and Liège; time, 1 h. 54 m.; fare, 7 fr. 60 c. *Brussels to Cologne*; time, 5 h. 11 m.; fare, 23 fr. 70 c. (Sleeping-car 11 P.M.; from *Cologne*, 10.30 P.M., 8 marks.)

Louvain is an ancient town of 31,930 inhabitants, situated on the *Dyle*. *Hôtel de Suède*. It is inclosed on one side by an earthen rampart, from 80 to 100 feet in height, from the top of which a fine view of the town is obtained.

The finest building here is the *Hôtel de Ville*, a Gothic structure, begun in 1448, finished in 1469, and most elaborately decorated on the exterior. It has of late years been entirely renovated, and possesses no less than 250 statues, which stand in the niches of the towers and three façades. In the niches on the ground floor, statues of celebrated persons born at *Louvain*, or of those who have rendered great services to the town,

alone are placed. The interior of the building is interesting, but its collection of pictures not remarkable.

The church of *St. Peter* was founded as early as 1040, but the existing building dates only from the 15th century. Its principal object of interest is a Holy Family by *Quentin Matsys*, which hangs in a side chapel back of the high-altar. On its shutters the Death of *St. Anne* and the Expulsion of Joachim from the Temple are painted: the former is beautifully executed. This picture was carried to Paris during the Revolution. Between the choir and the nave is a richly ornamented *Roodloft* (1440), in front of which hangs a chandelier of wrought iron, with twelve branches, the work of *Quentin Matsys*. This church also contains a finely carved wooden pulpit, date 1742, two altarpieces in the choir chapels, by *Steurbaert*, representing the Last Supper and the Martyrdom of *St. Erasmus*, and in a nave chapel a curious picture by *I. van Rillaer*, representing a cook, wearing his apron, who was chosen bishop, owing to the miraculous descent of a dove upon his head.

The *University* of Louvain was in the 16th century considered the first in Europe, being then, as now, principally a school of Roman Catholic theology. At that time it was frequented by 6000 students, and had 43 colleges, endowed by pious founders, dependent upon it: the colleges are now reduced to 20, with greatly diminished funds, and the number of pupils is about 600.

The *Weavers' Hall*, erected in 1317, has been appropriated by the University.

In *St. Gertrude's Church* notice the carved oak stalls, with their detached groups and exquisite bas-reliefs; they date from the 15th century, and are considered the finest in Belgium. This church was originally the chapel of the dukes of Brabant.

St. Michael's Church contains some good modern paintings by *De Keyser*, *Wappers*, and *Matthiæ*.

Louvain is now chiefly famous for its beer, of which 200,000 casks are brewed annually, and mostly exported. The *Brewers' Guild* stands opposite the *Hôtel de Ville*.

Just outside the Meclin gate stand the

remains of an old *Castle*, called the *Château de César*, built by the Emperor *Arnold* in 890, to repel the invasion of the Normans. The Emperor *Charles V.* was educated here, together with his sister, by *Andrien Boyens*, afterwards Pope *Adrian VI.*

Continuing on our route to Liège we pass

Tirlemont, a thriving town of 12,260 inhabitants, where cloth is extensively manufactured. The church of *St. Germain*, dating from the 9th century, contains an altar-piece by *Wappers*.

Landen, the cradle of *Pepin*, who was originally buried here, *Wareme*, *Fexhe*, and *Ans*, all unimportant places, are passed before reaching

Liège, see Route No. 135.

ROUTE No. 139.

Brussels to Calais, via Courtrai, Poperinghe, and Hazebrouck, by rail. Time, 5 h. 50 m.; fare, 16 fr. 10 c.

The mail-route from *Brussels to Calais* is via *Lille*, in 4 h. 23 m.; fare, 22 fr. 5 c.;—*Brussels to London*, by this route in 8 h. 53 m.; fare, 64 fr. 50 c.

Leaving *Brussels* by the *Station du Nord*, we soon reach

Oudenarde, situated on the *Scheldt*. Population, 6390. *Hôtel Pomme d'Or*. This town was the birthplace of *Margaret*, Duchess of *Parma*, natural daughter of *Charles V.*, and governess of the Netherlands under *Philip II.* It contains a beautiful *Hôtel de Ville* of the 16th century, two fine churches—that of *St. Walburgis* containing an Assumption by *Craayer*—and an ancient tower called *Het Saecksen*. A female figure with a wreath of immortelles, by *Geefs*, stands at the entrance of the town, to commemorate the Belgian volunteers killed in *Mexico* in 1865.

Courtrai, see Route No. 133.

Ypres contained in the 14th century no less than 200,000 inhabitants, chiefly engaged in the manufacture of linen, at which period no less than 4000 looms were worked. The population is now reduced to 17,600, and thread and thread-lace are the principal articles now manufactured.

The Cathedral of *St. Martin* contains a fine painting attributed to *Van Eyck*, with the date 1525. The finest building the

town contains is the town-hall, a Gothic edifice surmounted by a belfry-tower, with frescoes in the great hall by *Swerfs* and *Gruffins*. The front is ornamented with 44 statues of counts of Flanders down to the time of Charles V.

In the Convent of the *Pauvres Clercs* is the tomb of Jansen, founder of the sect of Jansenists; he was Bishop of Ypres, and died in 1683.

The Belgian *School of Cavalry* is at Ypres.

Poperinghe is an uninteresting town of 11,000 inhabitants, carrying on some trade in hemp.

At *Ooest Cappel* is situated the French custom-house.

For continuation of this route, see Route No. 133.

ROUTE No. 140.

Brussels to Paris, via Hal, Mons, and Maubeuge (mail route). Time, 5 h. 48 m.; fare, 37 fr. 90 c. (Sleeping-car, 11 P.M., 10.45 P.M. from Paris, 10 fr.)

Leaving Brussels from the *Station du Midi*, the railway, after passing *Ruysbroeck* station, reaches

Hal, 7 miles distant. This town, of 7815 inhabitants, contains a rich Gothic church (*Notre Dame*), with a celebrated black wooden Virgin, resorted to by innumerable

pilgrims, and believed to have worked many miracles. Notice the reredos of the high-altar, in marble, carved by Mone, a native artist (1533). The sacristy of this church was once rich in gold-plate and other votive gifts offered to the Virgin by Charles V., Maximilian I., Henry VIII., and other devotees, but much of it was appropriated by the French during the Revolution. A silver monstrance, presented by Henry VIII. after the capture of Tournai, is still to be seen.

A railway runs direct from Hal, *via* Lille, to Calais. Time from Brussels, 4 h. 23 m.

Mons, a fortified town of 26,900 inhabitants, owes its origin to a stronghold erected here by Julius Cæsar during a campaign against the Gauls. (Hotels, *Garin* and *Royal*). A tower, or *belfroi*, erected in 1662, occupies the site of Cæsar's castle; the more modern castle to which it is attached now serves as a lunatic asylum. The church of *St. Waudru* is the principal building the town contains; it dates from the 15th and 16th centuries, and possesses a handsome high-altar with marble bas-reliefs (1556), the work of an Italian artist, and some fine stained glass, also of the 16th century.

The *Canal de Condé* connects Mons with the Scheldt, and facilitates the transport of the large quantities of coal which are produced from the numerous and extensive coal-mines in the vicinity of the town.

Query is the Belgian frontier station, and *Feignies* the French frontier station.

If arriving in Brussels, the fashionable hotel is the *Bellerue*, opposite the Royal Palace.

Feignies to Paris, in 4 h. 1 m.; fare, 28 fr. 40 c.

For continuation to Paris, see Route 133.

HOLLAND, OR THE NETHERLANDS.

HISTORY.

[HOLLAND.]

HISTORY.

HOLLAND forms an independent state to the northward of Belgium, and lying along the shores of the German Ocean; its average dimensions in the direction of north and south are about one hundred and fifty miles; its mean breadth is about one hundred miles. The area of the provinces at present constituting the kingdom of the Netherlands—that is, including the duchies of Limburg and Luxemburg—is 13,598 square miles. The population, not including colonies, is 4,114,077 (1881).

The "NETHERLANDS," as the term implies, are low countries, exhibiting an almost perfectly level surface; a great part of the country, indeed, toward the coast, is even lower than the level of the adjacent ocean—in some places as much as forty feet below high-water mark. But the sea is prevented from overflowing the land, partly by natural and partly by artificial means, along the eastern shores of the *Zuyder-Zee*. The sea is shut out by enormous artificial mounds or dikes, which are constructed chiefly of earth and clay, sloping gradually from the sea, and usually protected in the most exposed parts by a facing of wicker-work, formed of willows interlaced together. Sometimes their bases are faced with masonry, and in some places they are defended by a breastwork of piles, intended to break the force of the waves. The preservation of the dikes in good condition is an object of constant attention with the people of Holland, as it is only by their means that large tracts of country are prevented from inundation. The expenditure of keeping these dikes in repair amounts to a large sum annually. The cost of each dike is defrayed by a tax laid on the surrounding lands.

The general aspect of Holland is different from that of any other country in Europe. Its surface presents one grand network of canals, which are there as numerous as roads in any other country, the purposes of which indeed they, for the most part, answer. The facility with which the country may be laid under water contributes materially to its strength in a military point of view. This, indeed, is not a resource to be resorted to except on ex-

treme occasions; but it was repeatedly made use of in the war of liberation, and also in 1672, when Louis XIV. invaded Holland. It is said that in 1830 every thing was prepared for an inundation.

The climate of Holland is colder than the opposite coasts of England in similar latitudes, and the winter is generally severe. The atmosphere is very moist, owing to the abundance of water. The eastern provinces are drier and more healthy than those immediately adjacent to the coast. The climate of Holland, indeed, is damp, raw, and cold for eight months of the year; hot and unwholesome for four.

In the second century Holland was overrun by the Saxons. In the eighth it was conquered by Charles Martel; and it subsequently formed part of Charlemagne's dominions. For four centuries it was governed by the Dukes of Brabant and Counts of Holland and Flanders. In the latter part of the fourteenth century it passed, by marriage, into the hands of the Dukes of Burgundy, then to the house of Austria; and lastly, in 1548, to the Emperor Charles V. Philip II., jealous of the liberties enjoyed by the Dutch, and for the purpose of extirpating the Reformed faith, which had taken firm root in Holland, dispatched a powerful army under the Duke Alva; but the Dutch, instead of being subdued, were driven into open rebellion, and after a fearful struggle, the independence of the republic was acknowledged by Spain in 1609. Holland now contended with England for the empire of the sea. She successfully resisted the attacks of Louis XIV., and extended her conquests in the east and west.

From the time of Louis XIV. down to the Revolution the position of Holland gradually declined (see Motley's "Dutch Republic"). Notwithstanding the policy of Holland had long been peaceful, it could not protect her from being overrun by revolutionary France. Napoleon constituted her a kingdom for his brother Louis, father of the present emperor. In 1815, after the downfall of Bonaparte, she was united to Belgium by interested parties, and against the wishes of the people. The two nations

being totally dissimilar, the union never was cordial, and it was dissolved in 1830.

An English writer, speaking of the manners and customs of the natives of Holland, says they are proverbially distinguished by their habits of cleanliness, industry, frugality, and attention to business. Every thing in the aspect of Holland bespeaks this fact. The towns are uniformly clean, regular, and well built; the private dwellings, in which order, economy, and quiet always present the ascendancy; and the open country, divided into well-drained and carefully cultivated fields, rich meadows, or productive tracts of garden-land. Drunkenness is rarely met with in Holland, and the general absence of beggars, even in the largest towns, attracts the admiring notice of the stranger.

The out-door amusements of the Dutch take their form and coloring from the aspect and climate of their country. During the prolonged severity of the winter season, many sports are performed on the ice; at other periods of the year, fishing is a favorite amusement. The habits of the town population are sedentary; and with the people of town and country alike, and with all ranks and classes, smoking is a taste that is uniformly indulged. Among the fine arts, painting is that which has been most liberally and successfully cultivated. The peasantry of both Holland and Flanders have their peculiar local costume, shown in the wide-spreading breeches of the men and the short jackets of the women. The higher classes, however, are generally attired either in the French or German style. Holland can boast of nothing sublime; but for picturesque foregrounds—for close, compact, snug home scenery, with every thing in harmony, and stamped with one strong peculiar character—Holland is a cabinet picture in which nature and art join to produce one impression, one homogeneous effect.

The Dutch cottage, with its glistening brick walls, white-painted wood-work and rails, and its massive roof of thatch, with the stork clapping to her young on the old-established nest on the top of the gable, is admirably in place and keeping, just where it is, at the turn of the canal, shut in by a screen of willow-trees or tall reeds from seeing or being seen beyond the sunny bright of the still calm water, in which

its every tint and part is brightly repeated.

Then the peculiar character of every article of the household furniture, which the Dutch-built house-mother is scouring on the green before the door so industriously; the Dutch character impressed on every thing Dutch, and intuitively recognized, like the Jewish or Gipsy countenance, wherever it is met with; the people, their dwellings, and all in or about them—their very movements—make this Holland no dull unimpressive land.

The Hollander has a decided taste for the romantic. Great amateurs are the Mynheers of the rural districts. Every Dutchman above the necessity of working to-day for the bread of to-morrow has his garden-house (*buysteplaats*) in the suburbs of his town, and repairs to it on Saturday evening, with his family, to ruralize until Monday over his pipe of tobacco. Dirk Hatteraick, we are told in Guy Mannering, did so. It is the main extravagance of the Dutch middle-class man, and it is often an expensive one. This garden-house is a wooden box, gayly painted, of eight or ten feet square—its name, "My Delight," or "Rural Felicity," or "Sweet Solitude," stuck up in gilt tin letters on the front, and situated usually at the end of a narrow slip of ground, inclosed on three sides by well-trimmed hedges and slimy ditches, and overhanging the canal, which forms the boundary of the garden-plot on its fourth side.

The slip of land is laid out in flower-beds, all the flowers in one bed being generally of one kind and color; and the brilliancy of these large masses of flowers; the white, and green, and paint-work, and the gilding about the garden-houses; and a row of these glittering fairy summer lodges shining in the sun upon the side of the wide canal, and swimming in humid brilliancy in the midst of plots and parterres of splendid flowers, and with the accompaniments of gayly dressed ladies at the windows, swiftly passing pleasure-boats with bright burnished sides below, and a whole city population afloat or on foot, enjoying themselves in their holiday clothes—form, in truth, a summer-evening scene which dwells upon you with much delight. Coffee, tea, beer, and native gin, but especially the first, are the favorite drinks.

When we say that there are nearly ten thousand windmills in Holland, it will be readily understood that they are hardly ever out of sight in a Dutch landscape. They are used for every purpose for which we use the steam-engine. Their sails are immense, averaging 8 feet broad and 100 long.

Holland is now a constitutional monarchy, hereditary in the family of the Princes of Orange, founders of the independence of the country. The king is also Grand-Duke of Luxembourg, in which capacity he belongs to the German confederation. He nominates all civil and military officers, proposes and promulgates the laws, declares war, and makes peace. The present king, William III., now in his 61st year, is liberal in his ideas, and exceedingly popular with his people. The States-General consist of two chambers. The First Chamber is composed of 39 members, elected by the *conseils généraux*. The Second Chamber is composed of 80 members, elected 1 out of every 4500 inhabitants. The States-General are convoked annually, and one third part of the Second Chamber is annually selected. All persons are eligible to office.

After the fall of Napoleon I., Belgium and Holland were united, under the title of the Kingdom of the *Pays-Bas*, or Low Countries, and given to William I., Prince of Orange (the younger branch of the House of Nassau), and grandfather to the present sovereign. In 1830 Belgium and Holland were separated.

William II., father of William III., died March 17, 1849.

William III.—Alexander Paul Frederick Louis—was born February 19, 1817, and married on the 18th of June, 1839, to the daughter of the King of Würtemberg. He ascended the throne on the death of his father, March 17, 1849.

William III. has two sons—William, Prince of Orange, born at the Hague, September 4, 1840; and Prince Alexander, born at the Hague, August 25, 1851.

The Queen of Holland died last year (1877).

The colonial possessions of Holland are of great extent, those in the East Indies being three times that of the whole of France, or double the State of Texas, with a population of 24,370,600. The receipts amount to some 141 millions of florins, and

expenses 130 millions, leaving a profit of 11 millions. Holland also possesses some small islands in the West Indies, with a population of over 41,000.

Army.—The army of Holland consists of 61,208 soldiers and 2060 officers, divided into 44,982 infantry, 4506 cavalry, and 11,720 artillery. The colonial army consists of 35,420 men.

Navy.—The navy in 1876 consisted of 87 steam vessels, armed with 386 cannon; and 18 sailing vessels, armed with 119 cannon.

The imports average about 670 millions of florins, and the exports 510 millions.

The public debt in 1876 was 922,741,326 florins. The annual budget is in the vicinity of 110 millions of florins.

Accounts in Holland are kept in guilders and stivers. 1 guilder, or Dutch florin, = 20 stivers = 20 cents United States currency. Travelers should provide themselves with Dutch money as soon as they enter Holland.

The Custom authorities are particularly civil to American travelers.

The English and French languages are spoken in the principal hotels.

Travelers are a good deal annoyed by hotel touters and commissionaires on arriving at stations, who are generally a bad lot. Go only to the hotels recommended in your guides. Insist on the cabman producing his printed tariff. The cabs are called *vigilantes*, and tariff *tarief*. Omnibuses run to the different stations.

Traveling in Holland is nearly as high as in England, which is the most expensive country in Europe. The first-class hotels are all good. Bedrooms cost from 2 to 3 guilders; dinners (at four o'clock), 2 to 2½ guilders; service, 1 guilder; tea or coffee, with bread and butter, 15 stivers.

Mineral waters are mostly drunk, ordinary water not being considered good.

Holland is celebrated for its School of Painting. In addition to the rich collections in the museums of Amsterdam and the Hague, every first-class gallery in Europe points with pride to its specimens of the Dutch School, as exhibited in the works of Teniers, Rembrandt, Paul Potter, Gerard Douw, Wouwermans, Jan Steen, Vandervelde, Cuyt, Backhuysen, Breughel, and many others. There are numerous private collections of these masters in the different cities of Holland.

Most direct routes to Holland.—From London to Rotterdam, via the Great Eastern Railway, three times a week, Tuesdays, Thursdays, and Saturdays, in 14 h. 30 m.; fare, £6 25; or, via Calais and Brussels. Time, 17 h.; fare, £15 25.

From Paris to Rotterdam, via Mons, Brussels, and Antwerp. Time, 10 h. 25 m.; fare, 50 fr. 70 c.

Two or three weeks can be used with profit in Holland, although many travelers hurriedly "do" it in one week, visiting only the Hague, Amsterdam, Rotterdam, Saardam, Haarlem, and Broek.

Two weeks, at least, should be devoted to its sights, visiting Rotterdam, Delft, Hague, Leyden, Haarlem, Amsterdam, Alkmaar, Helder, Medembleck, Broek, Saardam, Utrecht, Arnhem, Deventer, Loo, Zwolle, Leeuwarden, the Pauper Agricultural Colonies, and Groningen.

In entering Holland from England the steamer passes through the *Maas*, combined of the Rhine and Maas, a distance of eighteen miles from Rotterdam, passing first the fortified town of *Briel*, noted as having been the first town captured from the Spaniards by the Dutch, under William de la Marck, in 1572, and which became the nucleus of the Dutch Republic. The attack was headed by the brave *Gueux de Mer*, and was the first attempt at open resistance to the government of Philip II. of Spain. *Briel* is noted as the birthplace of Admiral Van Tromp. The town is situated on the island of Voorn, and is eight miles from Rotterdam. Custom-house officers come on board here to examine luggage. Five miles above *Briel* is the *Canal of Voorden*, cut through the island of Voorn, through which large vessels pass from the harbor of Helvoetsluis to Rotterdam. At the harbor of the first-mentioned town is an arsenal and royal dock-yard, being the principal naval station in the south of the kingdom. Farther on is *Vlaardingen*, the head-quarters of the Dutch Herring Fishery, which employs over two hundred vessels. The fishing season commences about the middle of June. On the 11th of that month the leaders of the herring fleet take an oath in the *Stadhuis* to act according to the laws of the fishery; and on the 14th of the month nearly all the inhabitants of the town repair to the church to pray for a prosperous season. The following day,

on which the fleet sets sail, is kept as a universal holiday. The first herrings caught are generally forwarded as a present to the king and his court.

Farther up the river, a short distance inland, situated on the banks of the *Schie*, surrounded by windmills, and enveloped in smoke arising from its hundreds of chimneys, is the celebrated town of *Schiedam*, which contained a population in 1876 of 21,532, nearly all of whom are occupied, directly or indirectly, with the manufacture and export of the celebrated *Schiedam Schnapps*, a gin here distilled from the juniper berry, mostly called *jenever*, from juniper. There are between three and four hundred distilleries in the town, and its exportation of gin is immense. There is a small port, an exchange, *Hôtel de Ville*, and other public edifices. As the distance from Rotterdam is only four and a half miles, those interested in gin-cocktails and such like can make an excursion from the town.

As most travelers are likely to enter Holland from Antwerp, we will continue our routes with

ROUTE No. 141.

From Antwerp to Rotterdam, by rail. Time, 2 h. 50 m.; fare, 30 fr. 80 c.

Twenty minutes after leaving Antwerp the Belgian frontier and custom-house are passed at *Eeckeren*. At

Roosendaal the Dutch custom-house is situated, and travelers' baggage is examined. From here two railways branch off, one west to *Bergen-op-Zoom*, and another northeast to *Breda*.

Bergen-op-Zoom is a strongly fortified town of 8500 inhabitants, situated in the midst of marshy grounds, which can be easily flooded at any moment. It is a town which, owing to its many sieges, has an interesting historical record, but possessing

little to arrest the traveler. The railway from here continues across an arm of the sea to

Middleburg, the capital of Zeeland. Hotel, *Heerenlogement*. Population, 16,000. The principal building is the *Town-hall*, erected by Charles the Bold in 1468, and decorated with colossal statues of counts and countesses of Flanders, twenty-five in number. Hans Lippershey, a spectacle-maker, invented the telescope at Middleburg (1601).

[*Breda*, 15 miles from Roosendaal, on the road to Utrecht, is an almost inaccessible fortress situated on the rivers Aa and Merk, by whose waters it may easily be surrounded, cutting off all approach of an enemy. Population, 16,000. *Hôtel de Flandre*. At Breda is situated the *Military Academy* for cavalry, infantry, artillery, and engineers, from which the army of Holland is exclusively officered; it is capable of accommodating 192 cadets. The modern *Castle* is a square edifice, surrounded by the waters of the Merk; it was built by William, Prince of Orange, afterward William III. of England. The old castle was erected by Count Henry of Nassau (1350). The principal church contains some fine monuments, notably that of Count Engelbert II. of Nassau, artist unknown. *St. Barbara's Church* is a fine specimen of revived Gothic, and well deserves a visit.

There is a Swimming-school, a Museum of Arms, Library, School of Design, etc.

Breda was besieged and taken by the Spaniards in 1581; retaken by Maurice of Orange in 1590, under the following curious circumstances: A captain in Prince Maurice's army, with eighty picked soldiers, had themselves conveyed in a barge covered with turf, used in the citadel as fuel. The sluice-gates were opened to allow the barge to enter; the guards were made drunk by the owner of the barge, and when asleep were mostly murdered by the hidden soldiers. Those who escaped were so filled with terror that they fled to the town, forgetting to break down the draw-bridge. A few days later the whole of the army of the Prince of Orange entered the town. The barge was kept as a religious relic until the place was taken by Spinola, in 1625, when it was burned.

Breda was taken by the French, under Dumouriez, in 1793.]

From Roosendaal the railway continues to *Moerdijk*, on the route to Rotterdam. The connection between the latter city and Moerdijk was formerly made by three ferries—at Moerdijk over the Hollands-Diep; at Dort over the Merwe; and at Rotterdam over the Maas. A railway bridge has now, however, been constructed, which is one of the largest in the world; it crosses a tidal river of 8200 feet, and consists of 14 spans, with a swing-bridge at the southern extremity; each of these spans is 328 feet in length. At Dort another bridge of four spans and two swing-bridges cross the Merwe.

Dordrecht (or *Dort*) contained, in 1876, 26,150 inhabitants. It is situated on the island of Maas, and is one of the oldest towns in Holland. It does considerable trade with India, the largest East India-men coming up to the docks. The town was founded in 994, and is the oldest in Holland. It was separated from the mainland by a terrible inundation in 1421, when the surrounding district (consisting of thirty-five villages) and one hundred thousand of the inhabitants were engulfed by the waves.

Dort contains a good cathedral, Exchange, *Hôtel de Ville*, School of Artillery and of Engineers. It is the great reservoir for the rafts which are brought down the Rhine from the forests of Switzerland; they are here broken up and sawn by the numerous windmills in the vicinity.

In an ancient building, called the Kloveniers Doelen, the celebrated sitting of the Protestant divines took place, which lasted six months, discussing most of the time the Calvinistic doctrine of Predestination, and condemning Arminius, Barneveldt, and their followers as heretics. The doctrines then discussed formed the basis of the Established Reformed Dutch Church now in use in Holland. At the close of this celebrated sitting the president declared "its miraculous labors had made hell tremble."

Dort is the birthplace of the brothers De Witt; also of the painters Ary Scheffer, Cuyp, Schaleken, and Denys.

Rotterdam is situated on the right bank of the Maas, and contains a population (1882) of 157,270, being the second city in Holland in point of population and com-

merce. It has a magnificent harbor, superb docks, and numerous canals.

Principal hotel, *Hôtel Victoria*, a new, comfortable, first-class house on the Promenade, opposite the landing-place, admirably managed by Mr. Tyssen, for many years favorably known to American travelers.

The river is sufficiently deep to admit the largest class of ships to the very heart of the city. There being as many canals as streets in the city, the communication is maintained by draw-bridges and ferry-boats. The city is thoroughly Dutch in aspect—healthy, clean, and uniform. The houses being high, often quaint-looking, and built of very small bricks, are, as a general thing, more useful than ornamental. Nearly all of the houses have two small mirrors outside the windows, the one reflecting up, the other down the street: the arrangement is such that all that passes outside may be seen without going to the window and being seen yourself. This contrivance is very general in every city and town in Holland.

Since 1830 the commerce of Rotterdam has increased more rapidly than that of any other town in the Netherlands, it being much more favorably situated for trade than Amsterdam.

There are some hundred fine merchant-ships belonging to this port, which carry on quite a trade with the West Indies in sugar, coffee, and spices; while the trade in provisions, chiefly in corn, brought down the Rhine for export to England, is very great. Ship-building is also carried on to some extent. Its trade with Java and Sumatra is of great extent, it being a great emporium for Java coffee. It has regular communication with London, Havre, Hamburg, and the different ports of the Baltic, and exports largely in flax and madder.

Rotterdam was an important town in the eighth century, and received its charter in 1270. It was taken by the Flemish in 1297. It was surprised and captured by François de Brederode, at the head of the Hocksens (a political party in Holland) in 1488, and by the French in 1794.

The public edifices of Rotterdam are the *Museum*, open every day but Monday; from 11 to 3 on Sundays, entrance, 5 cents; and from 10 to 4 on other days, entrance

fee, 50 cents. Here there are some 300 paintings, counting among the artists Rembrandt, Cuyp, Rubens, Albert Dürer, Ary Scheffer, and the two Wouvermans. Behind the Museum is a fine bronze monument of Gysbert Kurel Van Hogendorf, erected in 1813 by Joseph Geefs. The cathedral *Church of St. Lawrence*, built in 1450, with a magnificent organ, and the tombs of Admirals De Witt, Kotenaar, and Van Brakel. There is an English *Episcopal Church* at the end of the Haringvliet (service at 11 and 6 Sundays). It was erected by subscriptions from English residents in 1706. There are also Scotch and English Presbyterian churches. The *Exchange*, with a library and a good collection of philosophical instruments; *Custom-house*, new *Stadthouse*, *Palace of Justice*, *Admiralty*, and *Dock-yard*. The town contains many charitable institutions, the central prison of the Netherlands, and many superior schools. Erasmus was born here in 1467. The house of his birth is still preserved, and there is a bronze statue of the Reformer in the market-place. There is nothing that will more amuse the traveler during a day than walking about the streets and canals; he will be struck with the oddity of every thing, so entirely different from his own country. There is a very fine botanical garden, and several refreshment gardens outside the gates; also several clubs within the city. At the west end of the town is the *New Park*, with beautiful grounds. Military concerts every Sunday at one o'clock, when all the beauty of Rotterdam turns out in its best habiliments. Notice within the park a white marble statue of Holland's favorite poet, Tollens.

The *Zoological Gardens* are situated outside the Delft Gate, and contain some beautiful birds.

On the other side of the Maas (reached by a steam ferry-boat) is *Fijnoord*, noted for its steam dock-yards.

Barges, called here *trekschuiten*, start on the canals every hour for Delft. Fare, 40 cents; time, 2 h.: and for the Hague, fare, 60 cents.

Trains every few hours for Amsterdam, the Hague, Haarlem, Utrecht, and the Rhine.

Steamers daily to Gouda, Antwerp, Nijmegen, Moerdijk, Middleburg, and to London, *via* Harwich.

ROUTE No. 142.

Rotterdam to Amsterdam, via the Hague, Leyden, and Haarlem, by rail; time, 1 h. 55 m.; fare, 4 florins. Rotterdam to the Hague; time, 41 m.; fare, 1 fl. 45 c. The Hague to Amsterdam; time, 1 h. 13 m.; fare, 2 fl. 55 c.

Rotterdam, see Route No. 141.

Delft contains 21,840 inhabitants. Hotels, *Den Bolk* and *Cusino*. This town was formerly very celebrated for its "pottery-ware," known by the name of *Delft-ware*. The principal objects of curiosity are the *Stadhuis* and the *New Church*, which contains the monument of William I., Prince of Orange, who was assassinated July 10, 1584, by Balthazar Gérard, an agent of Philip II. of Spain and the Jesuits: they had previously made eight attempts to murder him. There is an inscription on the tomb referring to a small favorite dog, which, on one occasion, when the Spanish assassins were on the point of murdering the prince, who lay asleep in his tent, by jumping on the bed and barking violently awoke the sleeper in time to make his escape. The poor creature, after the murder of its master, pined away and died.

The *Old Church* contains the monument of Admiral Van Tromp, the hero of thirty-two fights: the monument has a bas-relief representing the engagement in which he was killed. This church has a leaning tower. Near it is the *Prinzenhof*, the house in which the prince was shot. The house was originally the Convent of St. Agatha. An inscription on a stone records the event; below which are three holes, said to be those made by the poisoned bullets which killed him. He expired in the arms of his wife, who was a daughter of the famous Admiral Coligny, Maréchal of France, who perished one of the first vic-

tims of St. Bartholomew. The month after Prince William's death, the States of Holland assembled at Delft, and placed his son Prince Maurice at the head of the nation. Near the entrance to the town is the state arsenal of Holland, surrounded by canals. The town is well built, of brick, and very clean. The English regicides—Barkstead, Corbet, and Okey—settled at Delft, where they were arrested, sent to London, and executed at Tyburn.

On the right of the railway, between Delft and the Hague, may be seen the church of *Rysryk*, near where the celebrated treaty of peace was signed between England, France, Germany, Holland, and Spain. The site of the house, then occupied by the Prince of Orange, is marked by an obelisk.

The Hague has a population of 123,499 (1882). The principal hotel is the *Bellevue*. This house is very beautifully situated, and well conducted. The city, situated three miles from the shore of the German Ocean and thirty-two from Amsterdam, is one of the best-built cities in Europe. The streets are wide, and paved with brick. It contains many fine walks bordered with trees, palatial mansions, exquisite villas, and lovely gardens. It is the seat of government, and of the supreme court of justice, and ranks as the political capital of the kingdom. It is the residence of the court and the abode of foreign ministers. The Hague was originally the hunting-seat of the Counts of Holland, and was named *La Hague* from the *hedge* which surrounded their lodge. The Hague is indebted to Louis Bonaparte for conferring upon it the privileges of a city.

The chief attraction at the Hague is an unrivaled collection of paintings by the Dutch masters, in the *National Museum*, which occupies the former palace of Prince Maurice—an elegant building of the 17th century. The lion of this collection is the *Young Bull*, by Paul Potter, a picture which occupies nearly the whole end of one of the rooms. This highly prized work of art was carried off to Paris by order of Napoleon, and hung up in the Louvre, where it was considered the fourth in value in that collection, which is the largest in the world, though not the most valuable. The Dutch government offered Napoleon one hundred thousand dollars if he

would allow it to remain at the Hague. The picture represents a young bull with white and brown spots, a cow reclining on the greensward before it, two or three sheep, and an aged cowherd leaning over a fence. The figures are all life size, and, unlike large pictures, every thing will endure the closest inspection. It is Potter's masterpiece, and is valued at \$25,000. Paul Potter was born at Enkhuysen, in Holland, in 1625. His particular forte lay in painting animals. He died in 1654. The next work of art in importance is by Rembrandt; it is the dissection of a dead man by a professor and his pupils. Paul Rembrandt was born in 1606. He was very celebrated as a portrait-painter; he also painted some historical pictures. He died in 1674. There are several other fine pictures by him in the Museum.

One of the finest pictures in this collection is Poussin's *Venus Asleep*: a satyr is drawing off the drapery. This artist was one of the most celebrated historical painters the world has ever produced: he was born at Andelys in 1594; studied a long time at Rome; was high in favor with Louis XIII. and Cardinal Richelieu. He died at Rome, in the 72d year of his age. There are several other splendid pictures by Gerard Douw, Holbein, Keyzer, Albert Dürer; some of Wouvermans's best specimens; a storm at sea, by Horace Vernet; two fine portraits, by Rubens—his first and second wives; a hunting scene, by Snyders; a landscape, by Rubens.

The lower floor of the Maurits Huis contains the *Royal Cabinet* of curiosities, which, for its size, is one of the most interesting ever visited, and it is by no means small. It comprises costumes of the Chinese and Japanese of different ranks, historical relics of eminent persons, large collections of Japanese-ware, weapons, coats of mail, and surgical instruments. Among the relics is the dress worn by William, Prince of Orange, the day he was murdered at Delft, the shirt and waistcoat worn by William III. of England the three last days of his life, sword of Van Speyk, the armor of Admiral Van Tromp, a portion of the bed in which Peter the Great slept in his hut at Zaandam, also a model of his cabin. The picture-gallery and museum are open daily from 9 A. M. to 3 P. M., except Sunday; on Saturday it may be

visited only from 10 to 1. There is a very good catalogue for sale.

The *King's Palace*, which is near the Museum, is built in the Grecian style, but is not particularly beautiful within or without. It contains the state-rooms in which the King gives audience to his subjects every Wednesday. The *Palace of the Prince of Orange* contains a very good collection of Dutch paintings, and a large collection of chalk drawings, by the old masters. It was formerly the property of Sir Thomas Lawrence. The *Binnenhof* is a handsome, irregular, Gothic building, formerly the residence of the Counts of Holland. It is now occupied by different government offices, and the chambers in which the States-General meet.

The Hague contains a large number of churches, public and private schools, a state-prison, a library of 100,000 volumes, with a large collection of medals, gems, etc. There are two or three private galleries of paintings that are well worth a visit; those of M. Steengracht and M. Weimar are the principal. The latter are mostly miniatures; in the former are some fine Rembrandts and Tenierses. They must be visited before 12 o'clock: a fee should be given to the servant. There is a fine bronze equestrian statue of William I., Prince of Orange, near the Museum. It was erected in 1848.

In the 9th century the Hague was only a hunting-lodge. In 1250 William II. built a palace. In the 16th century it became the seat of government, but it ceased to be the capital in 1806, when Napoleon created the Kingdom of Holland and removed the capital to Amsterdam. In 1814, on the downfall of Napoleon, the seat of government was again located at the Hague. It has been the scene of numerous treaties—in 1630, between France and Holland; in 1658, between France, Holland, and England; in 1701, between the Empire, England, and Prussia against France.

The *Zoological and Botanical Gardens* contain numerous interesting specimens of animals and plants.

At the *Theatre*, French and Dutch operas are performed alternate nights during the season, or four times a week during the autumn and winter.

The *Public Baths* are situated behind the cathedral. In the *Willens Park* is a

monument to Frederick William, Prince of Orange.

William III. of England was born at the Hague.

We would most strongly advise travellers not to leave the Hague without visiting *'t Huis in 't Bosch*, or "The House in the Woods." It was the residence of the late Queen of Holland, who died in 1877. It is reached by the elegant promenade the *Voorhout*, a fine wide road lined with elegant mansions and rows of trees. "The House in the Woods" stands in the centre of a finely wooded park, embellished with artificial lakes and lovely gardens. Externally it is of an unpretending character, but within it has such an appearance of the luxurious home! The Queen's apartments teemed with exquisite little gems of paintings, statuettes, bronzes, etc., likenesses of the late Emperor Napoleon III. and the Empress Eugénie predominating. The billiard-room is hung with family portraits. The Orange Hall, or ball-room, is most magnificent in paintings. Ceiling, walls, and all are covered. Part of its ceiling was painted by Rubens, and part by Jordaens; while Jordaens, Hondthorst, and others finished the walls. Many of the rooms are hung with Chinese silk, beautifully worked. But then its fragrant gardens, its flowers, its butterflies, its birds! Oh, what music! The most gorgeous description in "The Arabian Nights" would not do justice to it. Every thing was fresh as the breath of spring, blooming as a rosebud, and fragrant as an orange-flower.

About 3 miles from the Hague is the watering-place of *Scheveningen* (population 9000), which is very fashionable during the season. Apartments may be had at any price, although the tariff is high. It was from this place that Charles II. embarked for England after the downfall of Cromwell. Omnibuses are constantly running between the village and the Hague; also a horse railway.

Principal hotel, *Hôtel de la Promenade*, newly built on the Avenue, 10 minutes from the beach in the direction of the Hague; comfortable apartments. Trains from the Hague to Leyden every hour; time, 30 m.

Leyden is a town of 40,724 inhabitants; hotel, *Plaats Royal*. It is very prettily situated on the Rhine, and is celebrated for its University, which has 500 students and

30 professors. This is one of the most distinguished schools in Europe, and the town long maintained the appellation of the "Athens of the West." It has a very valuable museum attached to it. The town is surrounded by a moat. It has eight gates, but its ramparts have been changed into promenades. It is divided by the Rhine into numerous islets, connected by stone bridges.

In a tea-garden in the centre of the town stand the ruins of a round tower, said to have been constructed by Drusus Germanicus about the commencement of the Christian era.

The *Stadhuis*, or town-hall, contains some very fine pictures: among them is a portrait of the brave burgomaster, Peter Vanderwerf, who so bravely defended the town when besieged by the Spaniards in 1574. The inhabitants lived on dogs, cats, and rats for weeks after their provisions had given out. They were finally relieved by the Prince of Orange, who inundated the country. There is a monument erected to his memory in the Church of St. Pancras. There is also a picture by Wappers representing the siege. Among other celebrated pictures are the *Last Judgment*, by Lucas Van Leyden, and the *Crucifixion*, by Engelbrecht. In the Museum of Natural History (open from 9 to 3), which is one of the finest in Europe, there are some remarkable mineral productions, among which is the largest topaz in the world; also a piece of native gold weighing nearly 17 pounds. The Botanical Gardens, Dr. Siebold's Japanese Collection (open daily from 9 to 3; fee, half-guilder), and the Egyptian Collection are all well worth seeing. A visit should be made to the *Promenade* outside the walls. It is shaded by a double row of trees, and is the usual resort of the inhabitants. Leyden is surrounded by windmills and private villas.

About five miles from Leyden is *Katwijk*, where, in 1809, King Louis Bonaparte, father of the late Emperor Napoleon III., erected immense sluice-gates, for the purpose of helping the Rhine to discharge its waters into the sea. The works are remarkable, and well deserving a visit. They were executed by the celebrated engineer Conrad. The town contains some 4200 inhabitants, and is much visited by the middle classes during the season for

sea-bathing. It may be reached by omnibus or steamer on the Rhine.

Trains from Leyden to Haarlem nearly every hour; distance, 19 miles.

Two miles from Leyden is *Warmond*, where there is a Roman Catholic college.

Eleven miles farther is *Vogelenzang*, where may be seen the immense steam-engines for filling a reservoir of seven acres, to supply the city of Amsterdam with water.

Haarlem, situated on the Spaarn, contains 42,600 inhabitants. *Hôtel Fünckler*, near station, best. This town is well known in history for the remarkable and prolonged siege which it endured in 1573. It lasted seven months, at the end of which time the inhabitants, wasted by famine, having consumed every thing within the walls, determined to make a sortie and cut their way through the enemy's camp. The Spaniards, hearing of this desperate determination, offered pardon and amnesty if they would yield the city and deliver up 57 of their principal citizens. For the sake of the starving women and children, 57 of the citizens voluntarily yielded themselves up. The city surrendered to the Duke of Alva, who basely violated the terms of the capitulation, putting all the garrison and nearly 2000 of the citizens to death.

Haarlem was formerly famous for its bleaching-works, as well as for its cotton manufactures; but both of these branches of industry have fallen off. It is a great mart for the sale of bulbous roots, tulips, hyacinths, and others, which are very extensively cultivated in its outskirts, and supply the floricultural tastes of the most distant portions of Europe. When the tulip mania was at its height in Europe, the most fabulous prices were paid for the bulbs of Haarlem. Instances are recorded where \$2000 was paid for a single bulb. The public gambled in them as they do in the different stocks, and they were bought and sold without ever appearing in the transaction. The highest price any of them now brings is \$50, although the average price is about 25 cents. There is one horticulturist who exports annually 300,000 crocuses, 200,000 tulips, 100,000 hyacinths, and 100,000 ranunculuses, besides other flowers.

The principal edifice in the city is the

Church of *St. Bavo*, a vast Gothic structure with a high square tower, from which there is an extensive view. It contains one of the lions of the Continent, the *great organ*, which has 5000 pipes and 60 stops. Its largest metal pipe is 15 inches in diameter. It fills up the whole of one end of the church, reaching nearly to the roof. It is played on certain days, when all are admitted gratuitously. At all other times the fee is \$5 for the organist and \$1 for the blower. The party may be large or small, it makes no difference. Every Tuesday and Thursday, from 1 to 2 o'clock, a selection of music is played, to hear which the public are admitted gratuitously. Underneath the organ are three excellent statues, representing Faith, Hope, and Charity. Opposite the church is a statue of Lawrence Coster, the reputed inventor of movable types.

The *Stadhuis*, which dates from the early part of the 17th century, contains a museum of portraits, many of which are of rare interest.

At the south of the city there is a wood of considerable extent. In it there is a pavilion fitted up as a picture-gallery, containing the works of modern Dutch artists. This elegant mansion was built by a banker of Haarlem named Hope, and sold by him to the Emperor Napoleon I. for a residence for his brother Louis. It now belongs to the King of Holland. Among the collection is the *Wreck of the William I.*, by Meyer; the *Meeting of Isaac and Rebecca*, by Navez; *Battle of Waterloo*, by Pieneman; the *Marriage of Jacqueline of Bavaria and the Duke of Brabant*. The gallery is open Tuesday, Thursday, Saturday, and Sunday from 10 to 4 o'clock. On other days a small fee will procure admittance. The neighborhood round Haarlem is beautifully laid out in plantations and public walks, and sprinkled with lovely villas. The famous engines that pumped out the Lake of Haarlem, nearly 1,000,000,000 tuns of water, are well worth a visit. By means of this stupendous undertaking, 50,000 acres of land were redeemed and made productive. The appearance of the country, as we approach Amsterdam, is very interesting—with causeways, canals, sluices, and windmills in every direction.

Trains from Haarlem to Amsterdam every hour; time, 22 m.

Amsterdam derives its name from to "dam" the river "Amstel," which runs through the city, and divides it into two nearly equal portions. This commercial capital of Holland, and one of the most wonderful in Europe, contains 326,196 inhabitants. *Hotels: Amstel, Krasnopolsky, and des Pays Bas.* The *Amstel* is a new and magnificent house, admirably managed. The *Krasnopolsky* is a grand new house, with fine *restaurant*. The *Pays Bas* is a large, spacious, and well-frequented house, managed by the proprietor, M. Van den Brink; the charges are moderate.

The city, nearly crescent-shaped, has had its ramparts planted with trees and converted into boulevards, the inhabitants trusting their safety to the facility for inundating the surrounding country. On both sides of the Amstel, in the centre of the city, the streets and canals are very irregular; but running parallel with the walls are four canals, and streets not easily matched in any other city of Europe, either for their length, width, or the elegance of their buildings. They are called Prinsen Gracht, Keyser Gracht, Heeren Gracht, and Singel Gracht. These are so intersected with other canals that they divide the city into 90 islands, which are crossed by nearly 300 bridges, partly wood and partly stone. The principal streets are about two miles long. The houses are nearly all of brick, large and well built. The whole city, however—wharves, streets, houses, and canals—is built on piles driven into the ground. The mouths of the canals which open into the River Y (pronounced *eye*), and also those of the River Amstel, are provided with strong flood-gates, and a dike is erected upon the side of the town nearest the sea to guard against the chance of inundations. The harbor is secure and spacious, and the largest ships come close up to the quays and warehouses.

The *Royal Palace* is the finest building in the city, and, indeed, one of the noblest to be any where met with: it stands in an open space or square called the Damm. This fine structure, regarded by the Dutch as one of the wonders of the world, is erected on a foundation of over 13,000 piles: it is 282 feet in length, 235 in depth, and 116 high, exclusive of the cupola, which is 41 feet higher, and from the top of which

there is an excellent view of this most singular city. The palace is richly adorned with pillars and various works of art. During the reign of Louis Bonaparte it became his palace. It was built between the years 1648 and 1655. It contains one large hall in the centre of the building, used for a ball-room, which is considered one of the finest in Europe: it is 125 feet long by 55 feet wide, and is lined with white Italian marble. The palace contains many splendid paintings: one of the most attractive is Van Speyk blowing up his ship sooner than yield to the Belgians, by Wappers. This is situated in the Audience Chamber. In the Bankrupt Court there is a splendid group, representing Dædalus and Icarus. The tower of the palace should be mounted, as from its summit the best view of this curious city can be obtained.

The *Museum*, containing an excellent collection of about 500 pictures, including several masterpieces, principally of the Dutch and Flemish schools, is open to the public from 10 to 3 every day but Saturday, when a fee of one guilder to the keeper will insure admission. Catalogues containing fac-similes of the different painters' autographs are for sale, price 1¼ guilders. This catalogue also gives you the original cost of most of the pictures, also the cost to place them in this gallery. One of the best pictures here, although one of the smallest, is Gerard Douw's *Evening School*: the effect of several candles is magnificently rendered. The picture is about 14 by 20 inches: it cost, in 1766, \$800; in 1808, when purchased for the Museum, it cost \$3700. The great lion of the gallery is considered the *Banquet of the Civil Guard*. This chef-d'œuvre of Van der Helst represents a banquet of the *Garde Bourgeoise*, which took place June 18, 1648, in the grand Salle du St. Loris Docle in the Singel at Amsterdam, to celebrate the conclusion of the peace of Münster. The 25 figures which compose this picture are all portraits. Sir Joshua Reynolds says: "Of this picture I had heard great commendations; but it as far exceeded my expectations as that of Rembrandt, the *Night Watch*, fell below it. Rembrandt's *La Ronde de Nuit*, as well as his *Five Masters of the Drapers' Company*, is considered a remarkable work, notwithstanding Sir Joshua's opinion. Ten-

iers's *Body-Guard*, *Temptation of St. Anthony*, and *Hour of Repose*, are all excellent works. The museum contains one of the finest collections of prints in Europe, most of which were collected by Van Leyden.

There are numerous private collections in Amsterdam, among which are those of *M. Six* and *Madame Van Loon*.

The *New Church* contains some fine monuments, particularly one erected in honor of the brave Admiral De Ruyter. The *Old Church* of St. Nicholas has some of the finest painted windows in Europe.

Amsterdam is famous for the number of its charitable institutions; there are over twenty of different descriptions in the city. Among others is the *Society for the Promotion of the Public Weal*, extending all over Holland, comprising 14,000 members; also the *Burgher Orphan Asylum*. You never see a man, woman, or child in the street covered with rags, and a case of drunkenness is of rare occurrence. It is said that Charles II. of England, who had lived a long time in Amsterdam, remarked, when Louis XIV. was about attacking the city, that "Providence will preserve Amsterdam if it were only for the great charity they have for the poor."

To obviate the dangers and difficulties of navigating the shallow water of the Zuyder-Zee, a ship-canal has been constructed from Amsterdam to the Helder, a distance of 50½ miles, and at an expense of about \$5,000,000. This magnificent work is 20 feet deep, and sufficiently wide for two large ships to pass each other. The dues are moderate, and it has been of the greatest service to Amsterdam.

There are three theatres in Amsterdam, which are opened alternately every night in the week, Sundays excepted. The performances are in Dutch, Italian, and French, and begin at 6 or 6.30. There are also two smaller ones, where smoking is allowed, with concerts at Frascati's. The theatres are closed from May to September.

In the *Oude Man Huis* are some fine paintings bequeathed to the Royal Academy by M. Van der Hoop. Among them is a remarkably fine *Ostade* from the cabinet of the Duchesse de Berri. Admission, 50 cents.

The *Fodor Museum*, open daily from 10 to 2 (entrance, 50 cents), contains a valu-

able collection of modern pictures, etchings, engravings, and ancient and modern drawings. In the Artists' Club on the Rokin there is also an *Historic Gallery of Paintings* by celebrated Dutch artists of the present day; admission, 25 cents. The principal promenade is the *Plantaalje*, near the dock-yards, and surrounded by canals. Near this are the *Zoological Gardens*, which well deserve a visit: the fashionable world of Amsterdam may be seen here on Wednesday evenings and Sunday afternoons.

An English writer says the Dutch bear a strong resemblance to the Chinese: like that industrious and economical race, they keep their hogs, their ducks, and other domestic animals constantly on board their vessels. Their cabins display the same neatness as the parlors of their countrymen on shore. The women employ themselves in all the domestic offices, and are assiduous in embellishing their little sitting-rooms with the labors of the needle; and many of them have little gardens of tulips, hyacinths, anemones, and various other flowers. Some of these vessels are of great length, but generally narrow, suitable to the canals and sluices of the town.

Ship-building is carried on to a great extent in Amsterdam. There are also manufactures of linen, cotton, silk, with distilleries and breweries, tanneries and tobacco manufactories. The art of cutting diamonds and other stones for the lapidaries has here attained a great perfection. If you are not a dealer in diamonds, you can obtain permission to witness the process of cutting and polishing the stones. The mills are worked by steam-engines; the machinery, acting on metal plates, causes them to revolve with fearful rapidity. On these plates pulverized diamond is laid. The diamond to be polished is then placed on a cap of amalgamized zinc and quicksilver, and pressed on the plates. Diamond dust is the only thing that will cut diamond. When a diamond is to be cut, the diamond dust is placed on a very fine wire, and drawn rapidly backward and forward. Hence the origin of "Diamond cut diamond." The refineries of smalt and borax are peculiar to Amsterdam, as well as the manufacture of vermilion and rouge.

Steamers leave for Hamburg every five days; also for London, Hull, St. Petersburg, Stockholm, and Marseilles.

An excursion should be made to see the town of *Broek*, about 6 miles east of Amsterdam: it contains about 900 inhabitants. Take the steam ferry-boat to Waterland, and a carriage from there to the village. It is celebrated for the wealth of its inhabitants, who are principally landed proprietors or retired merchants, but more celebrated for the extreme cleanliness of its houses and streets, the attention to which has been carried to an absurd and ridiculous excess. The houses are mostly of wood, painted white and green; the fronts of many of them are painted in various colors; the roofs are of polished tile, and the narrow streets are paved with bricks, or little stones set in patterns. Carriages can not enter the town; you can not even ride your horse through it, but must lead him or leave him outside. The natives are very much like the Turks: they take off their shoes before entering their houses, and walk in slippers or in their stockings. Even the Emperor Alexander, when he visited *Broek*, was obliged to comply with this custom.

Saardam, or *Zaandam*.—Steamers leave Amsterdam every two hours for Saardaam in the summer season, and twice a day in winter. This town is remarkable for two things—containing the cottage in which Peter the Great lived while learning the trade of a shipwright, and the immense number of its windmills. Peter the Great, founder of the modern dynasty of Russia, visited Holland in order to learn the art of ship-building, that he might be enabled to instruct his subjects. He was troubled so much by the crowd of gazers who assembled to see him work, that he left the employ of Mynbeer Calf, in whose yard he worked, and entered the dock-yard of the East Indian Company in Amsterdam, that being inclosed by walls. He subsequently worked in the dock-yards of Deptford, England. The cottage was purchased by the Queen of Holland, sister of the Emperor Alexander, who had it inclosed with shutters. Every portion of it is covered with the names of visitors, even of the Emperor Alexander, who caused a tablet to be

placed over the mantel-piece with the inscription, "Nothing too small for a great man." Saardam contains about 11,000 inhabitants. It is the Greenock of Amsterdam, and splendid fish dinners may be got at the *Otter Hôtel*. Its distance from Amsterdam is 9 miles; time by steamer, 1 h. Many of the 400 windmills at this place are kept continually grinding a volcanic tufa, which, when mixed with lime, makes terras, which has the remarkable property of becoming harder the longer it is submerged in water—consequently very valuable to the Dutch in the construction of their locks and dikes.

Two hours are quite sufficient to see this town, at the end of which time the steamer returns to Amsterdam, enabling the traveler to make this excursion in about four hours.

ROUTE No. 143.

The Hague to Haarlem and Helder, by rail; time, 3 h. 40 m.; fare, 6 fl. *The Hague to Haarlem*; time, 49 m.; fare, 2 fl. 20 c.

For description of *the Hague* and *Haarlem*, see Route No. 142. At

Velzen.—The *New Ship-Canal*, carried on by Dutch and English engineers, and intended to connect Amsterdam directly with the North Sea, may be inspected. Two piers are being thrown out, each 5000 feet long, inclosing 250 acres, which form the Great North Sea Harbor of Refuge. The *Tidal Basin* stretches inland from this, forming the entrance to the canal.

Beverwijk.—A town of 2700 inhabitants, situated in the centre of an immense meadow. The inhabitants are mostly interested in raising cattle, beautiful herds being seen in every direction. At *Prinzensbosch*, in the vicinity, is a handsome residence, the property of William III.

The plot which led to the revolution in England and the dethronement of James II. was concocted here.

Castricum is noted as being the place where the English were defeated in 1799 by

the French, under General Brune. In the vicinity are the ruins of the castle of *Egmont*.

Alkmaar contains 11,000 inhabitants. It is situated on the Great Canal of the Texel, and carries on a larger trade in cheese than any other place in the world. A cheese market is held here weekly; no less than 10,000,000 lbs. of cheese are weighed annually in the town scales. The neighboring dairies are worthy of a visit. It is noted for having withstood the siege of the Spaniards in 1573. *Hôtel de Toelust*.

Het Nieuwe Diep, or Willersoord, is a port formed entirely artificially by means of piers and jetties, which affords protection to all vessels entering the Great Canal, and even to men-of-war. The North Holland Canal here terminates in the sea, which is excluded at high tide by means of a sluice-gate ingeniously contrived so as to be shut by the rising tide, against which it serves as a defense. Population, 4100. *Hôtel Don Burg*. Houses extend from here for more than a mile along the side of a canal to

The Helder, a strongly fortified town, converted by Napoleon I. from a fishing-hamlet into a first-class fortress, and called by him his Northern Gibraltar. He spent upon it many millions of francs, but it was unfinished at his overthrow. (Population, 12,000.) The entrance to the harbor and Grand Canal and the roads of the Mars Diep are defended by the batteries of this fortress; a light-house rises from the Fort Kijkduin, which occupies the highest position of the dunes. The town and fortress of the Helder lie within and are defended from the encroachments of the sea by an immense dike, two leagues in length, whose summit is 40 feet in breadth, and upon which there is a good road. It forms a gigantic artificial coast, impervious to the fury of the tempests which here sweep along the shore, and against which there existed formerly no defense.

Steamers ply daily in 1½ hours between the Helder and the

Island of Texel.—Population, 5000. Here a peculiar breed of sheep (30,000) is raised, the firmness and length of whose wool render their fleeces of great value. *De Burg* is the most important place on the island.

The traveler may continue from Helden

to Harlingen, and return to Amsterdam *via* Leeuwarden, Groningen, Meppel, Zwolle, and Utrecht; or from Leeuwarden direct to Meppel, visiting the Pauper Colonies.

Steamers also leave Amsterdam direct to Harlingen, touching at *E. khyssen*, a fishing town of 6000 inhabitants, noted as the birthplace of Paul Potter. Ten miles west of Enkhuyzen is *Medemblik*, also on the Zuyder-Zee, containing the Royal Naval Academy of Holland, through which all pupils must pass before they can enter the navy as midshipmen.

West from Enkhuyzen is *Hoorn*, or *Horn*, a commercial town, formerly of great importance, as it was here that Admiral De Ruyter's great fleet was built. Here also was born William Schouten, who first doubled the southern cape of America in 1616, and called it after his birthplace. Tasman, the discoverer of New Zealand and Van Diemen's Land, was also born here: the last named was called after Van Diemen, uncle of Tasman, who at that time was governor of the Dutch possessions in India. Tasman was born in 1600, and discovered Van Diemen's Land in 1642.

From Horn to *Purmerend*, a town noted for the great quantity of cheese sold, is a distance of three hours by carriage.

Steamers from Amsterdam to Harlingen in 6 h. 30 m.

Harlingen (hotel, *Hoerenlogement*), a shipping town, situated on the Zuyder-Zee, containing 10,500 inhabitants: it is surrounded by a dike over forty feet high to protect it from being swallowed up by the sea, as its predecessor was in 1134. It does considerable business in agricultural produce.

There are steamers daily to Amsterdam, and twice a week to London.

Trains in one hour to *Leeuwarden*, which contains a population of 27,108. Hotel, *Nieuwe Doelen*. Leeuwarden is the capital of the province of Friesland, and contains a *Hôtel de Ville*, *Museum*, a *Leaning House of Correction*, etc.

The women of Leeuwarden are celebrated for their beauty as well as for their ancient manners and costumes, which can be seen to great advantage on Friday, which is their market-day. They wear beautiful lace caps, and gold hoops and pendants. The men pride themselves on having been for many centuries a free and

independent people, enacting and being governed by their own laws.

Groningen, situated at the junction of the *Hunze* and *Aa*, contains 40,165 inhabitants. Hotel, *Doelen*. This town is handsomely built, and is the principal sea-port in the north of Holland, large vessels coming up the *Reid-diep* from the sea. It contains a university, with a fine Museum of Natural History.

The *Church of St. Martin* is a fine Gothic structure, with a handsome tower, erected during the early part of the 17th century. The *Hôtel de Ville* is a modern structure, situated on a fine square called the *Breede Markt*. On the *Oxen Markt* is a statue erected to *Guyot*, the founder of a deaf-and-dumb asylum.

Assen is the principal place in the province of *Drenthe*, and contains 5500 inhabitants. Near the town, at a place called *Rolle*, are some curious ancient sepulchres, well worth a visit by the antiquary.

Meppel station, a town of 7000 inhabitants. Hotel, *Heerenlogement*. From this place there is a direct line to *Leeuwarden*, which must be taken to visit the *Pauper Colonies*, which lie about three miles from the *Steenwijk* station. The colonies were founded by *Van den Bosch* in 1818, the object being not only to rescue some three thousand acres of waste land and render them productive, but to procure a permanent home for nearly five hundred pauper families, educating the children, furnishing medical aid, and making the estate self-supporting. Each family has seven and seven-tenths acres of land, a house, and a cow, with which the head of the family is supposed to support himself. The able-bodied work in the fields; the weaker portion devote their time to cloth-weaving. The seat of the society is at the Hague, and is under the patronage of the King. From *Meppel* to *Zwolle* is a distance of 12 miles.

Zwolle is a handsome commercial town, situated on the *Zwarte Water*, and contains 21,443 inhabitants. Hotel, *Keizerskroon*. The town is surrounded by villas, gardens, and fine walks. On a hill behind *Zwolle*, now used as a cemetery, once stood the noted convent of *St. Agnes*, and for sixty-four years the residence of *Thomas à Kempis*, author of the celebrated work "Imitation of Christ."

Twenty minutes by rail, situated on *Zuyder-Zee*, is the sea-port of *Kempen*, containing 16,300 inhabitants: it was formerly one of the most flourishing of the *Hanse* towns. *Hôtel des Pays-Bas*. This is the only town in Holland where the citizens live free of taxation: its former great wealth and numerous bequests render taxation unnecessary. It is consequently the residence of numerous small capitalists and retired officials.

Steamers daily to Amsterdam.

Returning direct from *Zwolle* to Amsterdam, one hour from the former is *Hardewijk*, which contains a population of 5500, and a school for students who intend entering the *Dutch East India Service*.

One hour from *Hardewijk* is *Amersfoort*, a town of 13,000 inhabitants, noted as the birthplace of *John Van Olden Barneveldt*, *Grand Pensionary of Holland*, one of the greatest men Holland ever produced. He was born in 1549: was ambassador to the Court of *Queen Elizabeth*, to *James I.*, and *Henry IV.* He had the glory of making the treaty with *Spain* which gave independence to the *United Provinces*. In 1618 he was condemned by the *Calvinistic synod of Dordrecht* because he had embraced the *Arminian doctrine*. The year following he was falsely accused of having delivered his country to the *Spaniards*, and was condemned to die on the scaffold. One of his two sons, *William*, designed a plot to avenge his father. The plot was discovered. *William* escaped, but his innocent brother *René* suffered death in consequence.

Sceet station, near which is *Soestdyk*, a summer mansion of *Prince Henry* of the Netherlands. It was presented by the government to *William II.*, when *Prince of Orange*, in recognition of his great generalship at the battle of *Quatre-Bras*. A beautiful beech avenue leads from the house, at the bottom of which stands an obelisk, on which it is recorded that a grateful nation has erected this monument to the *Prince of Orange*. Two cannons taken from the *French* are placed inside the railing. The village and surrounding country are very pretty, and are the resort of numerous visitors on daily excursions.

Utrecht is described in *Route No. 144*.

ROUTE No. 144.

Amsterdam to Cologne, via Utrecht and Arnhem; time, 6 h. 35 m.; fare, to Emmerich, 6 fl. 30 c.;—thence to Cologne, 11 marks 20 pf. *Amsterdam to Utrecht*; time, 55 m.; fare, 1 fl. 80 c.

The ride to Utrecht is very pleasant; the neat farm-houses, surrounded by gardens blooming with flowers, the canals and rich green fields, the villas and summer-houses of the rich merchants of Amsterdam, the whole quiet, soft, and subdued, create an impression never to be effaced.

Utrecht contains 65,062 inhabitants. Hotels are *Pay-Bas*, *H. Bellevue*, and *H. Kastel Van Antwerpen*. It is a well-built and agreeable city, and carries on considerable trade by means of rivers and canals. It has been the scene of several important events in history. In the Middle Ages it belonged to the warlike bishops who derived their title from its name. It is situated on the Rhine, which is here reduced to a very insignificant stream, the larger portion of its waters passing into the channel of the Meuse. One of the principal objects of attraction in the city is the *Cathedral of St. Martin*, the tower of which stands on one side and the church on the other; the nave of the church was carried off by a storm in 1674. The tower is 320 feet high, from the top of which a magnificent view of the whole of Holland may be had. The sexton and his family live half way up this steeple! The church contains several fine monuments. The Roman Catholic Cathedral of *St. Catherine* is also a fine building: it dates from the 14th century, and contains some exquisite carved work. The *Mint*, *University*, and *Museum* are the remaining attractions. The University contains nearly 500 students, and has a fine collection of minerals. The ramparts have been formed into a boulevard and planted with trees; that on the side of the canal forms an agreeable promenade. The *Malibaan* is a beautiful avenue of lime-trees, half a mile in length and eight rows deep. The trees were so very beautiful that when

Louis XIV. was ravaging the country he gave an express order that they should be spared. The house in which the famous treaty of 1713 was signed, which gave peace to Europe, has been pulled down; the treaty of 1579, which separated Holland from Spain, was signed in the University.

The first bishop of Utrecht, St. Willibrord, was an Englishman, who left England in the seventh century to convert the heathen. The Pope ordained him bishop, and Charles Martel presented him with the castle of Utrecht as a residence. The Museum of Agricultural Implements was formerly the residence of Louis Bonaparte. Utrecht has a Chamber of Commerce, and large manufactories of woolen, silk, and linen fabrics. It has more spacious squares and fewer canals than most Dutch towns. It is the birthplace of Pope Adrian VI. The gates of the city close at 9 o'clock, but a small fee will open them at any hour. There is English church service here every other Sunday.

About six miles from Utrecht is a Moravian colony, well worth a visit. Near it is the celebrated mound erected by 30,000 men, under Marshal Grammont, in memory of the day on which Bonaparte was crowned emperor. The whole army were thirty-two days in raising it.

From Utrecht there is a railway south to Antwerp and to Aix-la-Chapelle *via* Maestricht, passing

'*S Hertogenbosch*, a fortified town of North Brabant, containing 24,298 inhabitants. Hotel, *Goude Lecur*. The town is well built and is traversed by canals, over which are thrown some twenty bridges. It was founded in 1184. The principal edifice is the *Church of St. John*, the finest ecclesiastical building in Holland, built about the middle of the 14th century; there is also a *Hôtel de Ville*, *Governor's Hotel*, and several philanthropic establishments. 'S Hertogenbosch is noted for the manufacture of musical instruments, pins, and brown linen.

Bortel station, a small town. Railway to Antwerp, Brussels, etc.

Eindhoven, situated at the confluence of the Gender and Dommel, is a busy manufacturing town, whence a railway branches off to *Venlo*, a fortified frontier town, noted for its numerous sieges.

The line to Maestricht continues, passing *Roermond*, an ancient town of 9000 inhabitants. The Church of *Notre Dame* is one of the finest old buildings in Holland, dating from the beginning of the 14th century. The Church of *St. Christopher* is also a handsome building, and contains some fine pictures.

Maestricht (Hôtel du Lévrier), capital of the Dutch portion of the province of Limburg, contains 28,891 inhabitants. It is a frontier fortress, and one of the strongest in Europe: it is undermined, and can almost instantly be flooded with water. The principal building is the *Church of St. Servais*, the original building dating from the 12th century. It contains a *Descent from the Cross*, by Vandyck. Maestricht, which exists since the 4th century, has sustained numerous sieges: it was sacked by the Duke of Alva in 1576; taken, in 1632, by Prince Frederick of Nassau, who ceded it to the States of Holland. It was taken by the French in 1673 and in 1748, and again by the French, under Kleber, in 1794, and remained in their possession until 1815, at which time it was comprised in the Kingdom of the Netherlands. After the separation of Holland from Belgium it was the object of long and continual disputes between these two powers; but it was finally delivered to the King of Holland in 1839.

The *Stadhuis* contains a library and a collection of paintings.

There is a *Public Park* which should be visited. The great object of attraction, however, is the *Subterranean Quarries* under the citadel of St. Pierre, covering the immense space of seventy-eight square miles. There are some sixteen thousand passages from 25 to 50 feet high and 10 feet wide, running at right angles, supported by pillars 40 feet square, left by the excavators. These quarries were first worked by the Romans, and are exceedingly interesting to visit, but dangerous to examine alone, as numerous persons have lost their lives, being unable to find their way out. The traveler is now accompanied by a sworn guide, to whom he pays one franc fee. The entrance is about three miles distant from the hotel. The time occupied in the quarries is about one hour; carriage to the entrance and back, 7 francs.

Railway from Utrecht to Arnhem, 1 h. 30 m.

Arnhem contains 36,735 inhabitants. Hotels are *H. Bellevue*, *H. des Pays-Bas*, and *The Sun*. This town is prettily situated on the Rhine, and is the chief place in Guelderland: it contains nothing of importance to detain the traveler, although its suburbs are very beautiful. Its fortifications have been converted into promenades.

The *Groote Kerk* and the *St. Walburg Roman Catholic Church* are the principal buildings. The *Hôtel de Ville* has some droll carvings on its façade.

From Arnhem a road branches off to the north to Zutphen and Zwolle; that to Zutphen is the direct line to Berlin *via* Rheine and Osnabrück, and Route 159 to Bremen, thence by Route 150 to Berlin, or more direct *via* Hanover.

From Arnhem to Zutphen. Time, 42 minutes. A short distance from Arnhem is the town of *Velp*, much resorted to during the summer by the wealthy classes.

Zutphen. Hotel, Keizerskroon. This fine-looking fortress contains a population of 16,000; it is situated at the junction of the Ijssel with the Berckel, and may be reached from Amsterdam by steamer daily during the summer. This very ancient town in 1202 belonged to the Bishop of Utrecht. It afterward became one of the Hanseatic towns. In 1530 it was taken by the army of the States, and in 1572 by Don Frederick of Toledo, son of the Duke of Alva; by the Prince Maurice in 1591; and by the French in 1672. The *Hôtel de Ville* has five handsome façades.

The *Protestant Church of St. Walburga* is a fine Gothic building, dating from the early part of the 12th century. Its tower was destroyed by lightning in 1600, when the present one was erected. It contains numerous monuments of the Counts of Zutphen.

A little to the east of Zutphen the celebrated English general Sir Philip Sidney, who had been elected King of Poland, received his death-wound after having defeated the Spaniards in 1586. Readers of English history will remember that this hero, who was prevented from being a sovereign by his own sovereign Elizabeth, while lying on the ground parched with thirst and bleeding from his death-wounds, gave the cup of water brought for him to the dying soldier by his side.

Twenty-five minutes by express, *Deventer* is reached. This town is situated on the bank of the IJssel, and contains 18,125 inhabitants. Hotels, *Moriaan* and *Nieuwe Keizerskroon*. Deventer is much celebrated for its ginger-bread, large quantities of which are exported yearly; and, like Geneva gold, the quality must be kept pure; consequently an officer is appointed by the town to examine the dough before it is baked.

The *Hôtel de Ville* contains a valuable picture by Terburg, representing the town council.

The *Church of St. Luben* is a large Gothic building, and contains some fine painted glass windows. The town was besieged by the English, under the Earl of Leicester, in 1586. Numerous cannon-balls, relics of the siege, may be seen in the *Berg Kerk*.

Deventer contains an immense iron-foundry, carpet manufactories, an Academy of Design, also numerous public schools. It was the birthplace of James Gronovius, professor of belles-lettres in the University of Leyden, and a writer of great celebrity.

A short distance from Deventer is the town of *Appeldoorn*, containing 12,000 inhabitants, near which is the *Palace of Loo* (pronounced *low*), a favorite summer residence of the present King of Holland, as it was a favorite retreat of William III. It is furnished with great taste and contains numerous works of art. The grounds are extensive and very beautiful. There is a comfortable hotel near the palace.

From Deventer the traveler can reach Zwolle by rail or by steamer on the IJssel.

Ten miles south of Arnhem lies the important town of *Nijmegen*, which may be reached by diligence, crossing the Rhine on a bridge of boats, in 1 h. 45 m., or by the railway from the frontier town of *Cleves*, in Germany.

This fortress and frontier town is situated on the left bank of the Waal, and con-

tains 23,198 inhabitants. Hotels, *Plaats Royal* and *Ville de Frankfort*.

This town, which dates from the time of the Romans, was of considerable importance in the 4th century. It was much enlarged and embellished by Charlemagne, but was sacked by the Normans in 881. In the 11th century it became a free and imperial city, and was admitted as one of the Hanse towns. It entered into the Union of Utrecht in 1579, and was taken by the French in 1672 and 1794. Three treaties were signed here during the reign of Louis XIV.—first with Holland, in 1678; second with Spain, in 1678; and third with Germany, in 1679. These treaties put an end to the war of Europe against France.

The *Raadhuis*, or *Hôtel de Ville*, is ornamented with two rows of statues of German emperors; it contains portraits of ambassadors who were present at the signing of the different treaties. One of the chains is here shown with which Martin Schenk Van Nijdek was hanged by the Spaniards when he failed in his attempt to capture the town.

The *Church of St. Stephen* is a curious Gothic building, which dates from the 13th century; it is built in the form of a Greek cross. The choir contains a monument of Catherine de Bourbon, wife of Adolphus of Egmont.

A visit should be made to the *Belvedere*, a handsome summer-house built on the foundations of a tower which was part of the castle formerly occupied by the Duke of Alva. A little lower down are the public walks, built on the ancient ramparts of the town.

Seventeen minutes from Arnhem, *Zevenaar*, the last town in Holland, is reached; here the railway divides, that to the left continuing on through Emmerich (see Route 145, Vol. II.). Wesel, and Düsseldorf to Cologne; the right crosses the Rhine through Cleves and Geldern to Cologne.

Steamers leave Zevenaar daily for Cologne, also going down the Rhine.

A TABLE OF COINS.

English and French Values in Dollars and Cents, others in English Currency.

GREAT BRITAIN.

Sovereign	= \$4.83
Half Sovereign	= 2.41½
Crown	= 1.20
Half Crown	= .60
Florin, or two shillings	= .46
Half florin, or one shilling	= .23
Sixpence	= .11½
Fourpence	= .07½
One penny (nearly)	= .02

FRANCE.

Double Napoleon	= \$7.70
Napoleon	= 3.85
Half Napoleon	= 1.92½
Quarter Napoleon	= .96¼
Five francs	= .95
One franc	= .19
Half franc (fifty centimes)	= .09½
Twenty centimes	= .03½
Ten centimes (two sous)	= .01½
Five centimes (one sou)	= .008

ITALY.

1 franc (in Italy, <i>lira</i>)	= about 9½d.
5 franc piece (" 5 lire)	= " 4s.
20 franc piece (" 20 lire)	= " 16s.
10 centimes (10 centesimi)	= " 1d.
100 centimes = 1 franc; 100 centesimi = 1 lira.	

Italian paper currency is much depreciated in value, the present rate being about 27 lire = 1 sovereign.

HOLLAND.

5 cents	= about 1d.
100 cents = 1 florin or guilder	= about 1s. 7d.
1 gold ducat	= " 9s. 4d.
1 gold 10 florin piece	= " 16s. 6d.

NORTH GERMANY.

1 mark = 100 pfz. = 1 shilling = 1 fr. 25c.
20 mark piece (gold) = 1 English sovereign.

AUSTRIA.

10 florins = £1 = 25 francs.
1 Austrian florin = 100 krentzers = 2 shillings.
10 krentzer pieces = 1/10 florin = about 2½d.
6 kr. ps. S. Germ. = 9 kr. Austrian = about 2½d.
1¼ fl. S. Germ. = 1½ florins Austrian = 3s.
1 fl. " = 85 krentzers " = 1s. 8d.
30 kr. " = 50 " " = 10d.
1 " " = 1½ " " = ½d.
3 " " = 4 " " = 1d.

The Austrian paper currency is much depreciated, the discount constantly varying.

EGYPT.

1 piastre	= 2½d.
4 piastres 35 paras = 1s.	
97 piastres 20 " = £1.	
Egyptian sovereign	= 21s.

RUSSIA.

100 kopecs = 1 silver rouble	= about 3s. 1d.
3 roubles = 1 ducat	= " 9s. 3d.
1 gold half imperial	= " 16s. 4d.
1 paper rouble	= 2s. 5d.

SPAIN AND PORTUGAL.

The money in Portugal affords but little difficulty. It is reckoned by reis, 1000 reis = one dollar. English gold is current in Portugal at the rate of 4500 reis = £1; 20 reis = 1d.; 100 reis = about 5d. or 5½d.; 500 reis = about 2s. 3d.; 1000 reis or 1 dol. = 4s. 6d. Spanish currency (especially the copper coinage) is rather difficult to understand. The *real* is the ordinary basis of calculations, and the following is an approximate money-table:

8 cuartos = 1 real = ¼ peseta	= 2¼d.
4 reales = 1 peseta	= 10d.
10 reales = 2½ pesetas = 1 escudo	= 2s. 0d.
20 reales = 5 pesetas = 1 duro	= 4s. 2d.
100 reales = 10 escudos = 25 pesetas	= £1 0s. 9d.
40 reales = 4 escudos = 10 pesetas	= 8s. 4d.

} silver
} gold

DENMARK AND SWEDEN.

<i>Ore Copper</i>	<i>Ore Silver</i>	<i>Gold</i>	s. d.
1 = 1½ penny	10 = 1¼d.	5 kronor	= 5 6¼
5 = ½ penny	25 = 3¼d.	10 " "	= 11 1½
10 = 1¼ penny	50 = 6¾d.	20 " "	= 22 3½

Swedish *paper money* is in riksdalers or kronor. A Swedish riksdaler is equal to one krono.

Danish *paper money* is in riksdaler or kronor; one Danish riksdaler is two kronor.

NORWAY.

Copper money, 3 skillings = 1¼d. Silver money, 12 skillings = 5¼d. 24 skillings or one mark = about 11d. One specie dollar = 4s. 6d. Paper money at par. Norwegian paper money not taken in Sweden or Denmark.

Danish and Swedish one krono pieces (silver), or 5. 10. or 20 kronor pieces (gold), pass in Norway. Four kronor or 2 Dutch silver dollars = 1 specie-dollar. One krono = 30 skillings Norwegian.

INDEX.

A.

- Aabogen, 1468.
 Aaby, 1334.
 Aadal, 1427.
 Aagaard, 1332.
 Aak, 1397.
 Aakirkeby, 1346.
 Aalborg, 1329.
 ——— to Nibe and Lögstor, 1334.
 Aalen, 1372.
 Aalesund, 1397, 1428.
 Aalum, 1328.
 Aamot, 1403.
 Aaran, 1077.
 Aarburg, 1077.
 Aardal, 1416.
 Aarhus, 1327.
 ——— to Viborg, 1336.
 Aarup, 1345.
 Aasheim, 1369.
 Abano, 807.
 Abbeville, 298.
 Abbey Craig, 142.
 Abbey of Königsfeld, 1073.
 Abbotsford, 160.
 Aberdeen, 135.
 Aberfeldy, 147.
 Aberfoyle, 142.
 Abergavenny, 282.
 Abergeldie, 137.
 Abergelge, 248.
 Aberystwith, 280.
 ——— to Caermarthen, Pembroke. Tenby,
 Swansea, Cardiff, and Newport, 279.
 Abo, 1484.
 Aboo Simbel, 944.
 Aboo Sir, 944.
 Aboyne, 137.
 Abrantes, 1279.
 Abu Gansh, 956.
 Abydos, Ruins of, 938.
 Achenkirch, 1175.
 Achensee, 1175.
 Achenwald, 1176.
 Achselmannstein, 1177.
 Aci Reale, 905.
 Acquabuona, 1173.
 Acre, or Akka, 980.
 Adare, 65.
 Adelsberg, 731, 751.
 ——— Cave of, 731.
 ——— Route from Paris, 34.
 Advice to Travellers, Introduction, xiii *et seq.*
 Ægina, Island of, 995.
 Agen, 419.
 Agents, Diplomatic and Consular, xxi-xxiv.
 Aggershuus, Castle of, 1361.
 Aggersund, 1332.
 Aghada, 50.
 Agnesberg, 1433.
 Agram, 739; Agre, 1360.
 Aguilar de Campos, 1300.
 Aibling, 1145.
 Aigle, 1111.
 Aigle-les-Bains: Route from Paris, 34.
 Aiguebelle, 477, 744.
 Aiguilles de Varens, 1046.
 Aiguilles du Gouter, 1046.
 Ailsa Craig, 128.
 Ain Mousa, Desert of Suez, 945.
 Airola, 1104.
 Aix, 469.
 Aix-la-Chapelle, 585.
 ——— to Paris, 587.
 ——— Route from Paris, 34.
 Aix-les-Bains, 476, 744.
 ——— Route from Paris, 34.
 Akersvass Locks, 1462.
 Ala, 1156.
 Aland Islands, the, 1484.
 Alas, 455.
 ——— to Nîmes, 453.
 Alasio, 743.
 Alatri, 871.
 Albacete, 1258.
 Albaek, 1335.
 Albano, 863.
 Albany, 1555.
 Albenga, 743.
 Albenve, 1108.
 Albulas, Pass of, 1136.
 Alcaoras, 1289.
 Alcalá de Henares, 1275.
 Alcazar de San Juan, 1230.
 Alceda, 1200.
 Alcoy, 1263.
 Alençon, 399.
 Alessandria, 797.
 Alexandretta, 981.
 Alexandria, Egypt, 919.
 ——— to Cairo, 921.
 ——— Route from London, 29; from Paris, 34.
 ——— Italy, 797.
 Algeciras, 1242.
 Algeria, 473.
 Algiers, boundaries of, steamers to the, 473.
 ——— Route from Paris, 34.
 Alhama de Aragon, 1274.
 Alicante, 1259.
 Alkmaar, 534 3-8.
 Allariz, 1205.
 Allerupbanker, 1330.
 Allinge, 1347.
 Almaden, 1277.
 Almagro, 1277.
 Almansa, 1259.
 Almeirim, 1279.
 Almeria, 1257.

- Almindingen, 1346.
 Alpnach, 1086.
 Alsten, Island of, 1380.
 Altaba, Falls of, 1196.
 Alt-Buda, near Pesth, 736.
 Alten, 1390.
 Alten Fjord, the, 1384.
 Altenburg, 629.
 Altesula, Island of, 1387.
 Altorf, 1103.
 Alvenen, Baths of, 1136.
 Alverstrømmen, 1416.
 Alvesta, 1440, 1472.
 Amager, Island of, 1298.
 Amal, 1469.
 Amalfi, 883.
 Amalienborg, 1298.
 Amathonte, 981 3-5.
 Amathus, Ruins of, 981 4-5.
 Amble, 1415.
 Ambérien, 744.
 Ambleside, 254.
 Amboise, 403.
 Ambras, Castle of, 1145.
 Amden, 1118.
 Amersfoort, 534 4-8.
 Amesbury, 233.
 Amiens, 298.
 ——— Route from Paris, 34.
 Amphion-les-Bains, 1045.
 Amphissa, or Salona, 999.
 Amsteg, 1103.
 Amsterdam, 534.
 ——— to Cologne, *via* Utrecht and Arnhem, 534 5-8.
 ——— Route from London, 29; from Paris, 34.
 Anadouli-Hissar (Castle of Asia), 989.
 Anadouli-Kavak, 988.
 Anclam, 605.
 Ancona, 822.
 ——— to Alexandria, *via* Brindisi, 822.
 ——— to Brindisi, 823.
 ——— to Genoa, 823.
 ——— to Naples, 874.
 ——— to Smyrna, *via* Brindisi, Corfu, and Syra, 823.
 ——— to Trieste, *via* Venice, 823.
 ——— to Trieste, 823.
 ——— Route from Paris, 34.
 Audeer, 746.
 Andermatt, 1104.
 Andermatten, 1115.
 Andernach, 682.
 Andreasberg, 592.
 Andritsena, 1001.
 Andujar, 1231.
 Angers, 404.
 Angoulême, 410.
 Annamoe, 76.
 Annan, 169.
 Annweiler, 675.
 Antequera, 1250.
 Antibes, 742.
 Antrim, 94.
 Autwerp, 513.
 ——— to Rotterdam, 515, 527.
 ——— Route from London, 29; from Paris, 34.
 Aosta, 797, 1052.
 ——— to St. Bernard, 797.
 Apennines, the, 823.
 Appeldoorn, 534 7-8.
 Appenzell, Canton of, 1123.
 Aquila, 874.
 Arachova, 999.
 Aranjuez, 1230.
 Arbedo, 1105.
 Arboga, 1476.
 Arbroath, 179.
 Arcachon, 416.
 Arco, 750, 1156.
 Arco Felice, 890.
 Ardetz, 1126.
 Ardimon, 951 4-5.
 Ardlin, 143.
 Ardmore, 56.
 Ardrishaig, 117.
 Ardtornish Castle, 119.
 Arendal, 1418.
 Arevalo, 1210.
 Arezzo, 839.
 Argelès, 432.
 Argentières, 1054.
 Argos, 996.
 Arklow, 74.
 Arles, 469.
 ——— Route from Paris, 31.
 Arlou, 518.
 Armagh, 91.
 Arnaut-Keni, 987.
 Arnhem, 534 6-8.
 Arona, 746, 791, 797.
 ——— to Genoa, 797; to Milan, 746, 791.
 ——— from Paris, *via* Dijon, 34.
 Arran, Island of, 116.
 Arras, 498.
 Arrizafa, 1232.
 Arstad, 1381.
 Artenay, 402.
 Arth, or Art, 1096.
 Arvika, 1468.
 Asaa, 1330.
 Aschlerbach, 1168.
 Asiatic shore, the, 988.
 Ask, 1427.
 Askeaton, 64.
 Asker, 1405.
 Assen, 534 4-8.
 Assens, 1345.
 Assioot, or Sioot, 927.
 Assisi, 840.
 Assouan, 942.
 Astorga, 1203.
 Ateca, 1274.
 Ateste, 807.
 Athery, 83.
 Athens: History, Hotels, Palace, 993; Acropolis, Temple of Victory, Parthenon, 994; Erechtheum, Areopagus, the Pnyx, Tower of the Winds, Lantern of Demosthenes, Arch of Hadrian, Temple of Jupiter Olympus, 995; Theatre of Bacchus, Temple of Theseus, Mount Lycabettus, Mount Pentelicus, Excursion to Marathou, 995.
 Athens: Route from London, 29; from Paris, 34.
 ——— to Corinth, 995.
 ——— to Missolonghi, 997.
 ——— to Patras, 1000.
 Athens, United States, 1555.
 Athlone, 83.
 Atna, 1369.
 Atteras, 1473.
 Atzwang, 749, 1153.
 Aubonne, 1039.
 Auch, 144, 446.
 Auchinleck, 167.

- Augsburg: Hotels, Bishop's Palace, Allgemeine Zeitung, 663; Cathedral, Castle of Hohenschwangau, 663, 664.
 Augsburg to Ulm, 664.
 ——— Route from Paris, 34.
 Auma, 1370.
 Aune, 1431.
 Anne i Opdal, 1396.
 Annede, hamlet of, 1343.
 Auray, 406.
 Aurland, 1417.
 Aussig, 723.
 Austberg i Remnebo, 1396.
 Austerlitz, 720.
 Australia, routes to, 1574.
 Austrian Empire, the, 704-740.
 Avebury, 268.
 Aveiro, 1290.
 Avenza, 809.
 Avezzano, 874.
 Avignon, 468.
 ——— to Vacluse, 469.
 ——— Route from Paris, 34.
 Avila, 1210.
 Avis, 1156.
 Avranches, 395.
 Ay, 490.
 Ayr, 127.
- B.
- Baalbec, 977, 978.
 ——— to Beyrout, 978.
 ——— to the Cedars, 979.
 Babelsberg, 576.
 Bacharach, 688.
 Badajos, 1278.
 Baden, Austria: Route from Paris, 34.
 ——— Switzerland: Route from Paris, 34.
 ——— Baths of, Switzerland, 716.
 Baden-Baden, 699.
 ——— from Heidelberg, 699.
 ——— Route from Paris, 34.
 Badstuen, 1324.
 Baeverelvdal, 1422.
 Baeza, 1231.
 Baffa, 981 3-5.
 Bagdiche-Keni, 988.
 Bagenalstown, 73.
 Bagnères de Bigorre, 429.
 ——— Route from Paris, 34.
 Bagnères de Luchon: Route from Paris, 35.
 Baholm, 1415.
 Baïæ, Bay of, 890.
 Bailen, 1231.
 Bak, 1431.
 Baktchissarai, 1540.
 ——— to Simpheropol, 1541.
 Balaklava, 1539.
 Bald Mountain, 1176.
 Ballater, 137.
 Ballatrich, 137.
 Ballenstedt, 592.
 Ballernp, 1344.
 Ballinamona, 55.
 Ballinasloe, 83.
 Ballinrobe, 86.
 Ballybay, 94.
 Ballyhale, 71.
 Ballyshannon, 88.
 Balmoral, 137.
 Balta, 1535.
 Balta-Liman, 988.
 Baltimore, 1576.
 Bamberg, 642.
 ——— Route from Paris, 35.
 Banchory, 136.
 Bandaks Vand, lake, 1426.
 Bandholm, 1343.
 Bandon, 53.
 Banff, 135.
 Bangor—Menai Bridge, 249.
 Baniâs, or Cæsarea Philippi, 975.
 Bankers, Reliable, Introduction, xv.
 Bannockburn, 139, 176.
 Bantry, 54.
 Barcelona, 1266.*
 ——— Route from London, 29; from Paris, 35.
 Barèges, 437.
 Barenboden, or "Bears' Domain," 1162.
 Bari, 824, 894.
 Barkald, 1370.
 Bar-le-Duc, 490.
 Barletta, 824.
 Barmouth, 279.
 Barnstaple, 285.
 Barweis, 1166.
 Basle, 673, 1069.
 ——— Routes from, 1070.
 ——— Route from London, 29; from Paris, 35.
 Basodino, the, 1115.
 Bass Rock, 164.
 Basserthwaite Lake, 258.
 Bath, 268.
 ——— Route from Paris, 35.
 Baths of Oblades, 1160.
 ——— of Pfaffers, 1118.
 ——— of St. Gervais, 1046.
 ——— of Saxe, 1052.
 ——— of Selalders, 1152.
 ——— of Vahrn, 1152.
 Battaglia, 807.
 Battle, 227.
 Bantasteen, 1367.
 Bavaria, 648.
 Baveno, Italy, 791.
 ——— Switzerland, 1106.
 Bayenx, 394.
 Bayfield, 1568.
 Bayonne, 417.
 ——— Route from Paris, 35.
 Baza, 1257.
 Bazeilles, 496.
 Beauilly, 129.
 Beaune, 467.
 Bebek, 987.
 Beckenried, 1101.
 Bedford, 234.
 Beigh, 64.
 Belalcazar, 1278.
 Belfast, 92.
 ——— to Dublin, 91.
 ——— to Glasgow, London, and Liverpool, 100.
 ——— Route from London, 29.
 ——— Route from Paris, 35.
 Belfort, 480.
 ——— Route from Paris, 35.
 Belgirate, 746, 991.
 Belgium, 501-523.
 Belgrad, 604.
 Belgrade, 737.
 Bellagio, 789.
 Bellalp, the, 1114.
 Bellano, 789.
 Bellegarde, 1029.
 Bellinzona, 747, 1101, 1106.

- Bellpuig, 1271.
 Belluno, 734, 1173.
 Belmez, 1232.
 Benavente, 1208.
 Benevento, 874.
 Bengstfors, 1435.
 Benicarlo, 1264.
 Beni-Hassan, Tombs of, 936.
 Benisooef, 935.
 Bérard, 1055.
 Berg, 1465.
 Berg Isel, 1150.
 Bergamo, 779.
 ——— to Lecco on Lake Como, 757
 Berge i Rödald, 1409.
 Bergen, Sweden, 1412.
 ——— Germany, 601.
 Bergen-op-Zoom, 527.
 Bergün, 1136.
 Berja Vergi, Mines of, 1258.
 Berlin, 561-573; Hotel, Unter den Linden,
 Statue of Frederick the Great, New Stadt,
 561; Sights of, including Galleries, Muse-
 ums, etc., 562-568; University, Library, Pal-
 aces, etc., 569; Cathedrals, Churches, Stat-
 ues, etc., 570, 571; Bankers and Tradesmen,
 572; Excursions, 573.
 Berlin to Charlottenburg, 573.
 ——— Route from London, 29; from Paris, 35.
 ——— to Potsdam and Sans Souci, 573.
 ——— to Hamburg, 517, 595.
 ——— to Wittenberg, 576.
 ——— to Hanover, 577.
 ——— to Paris, 576, 587.
 ——— to Bremen, 601.
 ——— to Danzig, 603, 606.
 ——— to Tilsit, 608.
 ——— to Leipzig, 615.
 ——— to Düsseldorf, 617.
 ——— to Breslau, 629.
 ——— to Dresden, 632.
 Bernardino Route, the, 747.
 Bernay, 592.
 Berne, 1072.
 ——— Route from Paris, 35.
 ——— Routes from, 1073.
 Bernina, 1127.
 Berwick-upon-Tweed, 166, 239.
 Besaker, 1379.
 Besançon, 492.
 Bethel, Ruins of, 972.
 Bethlehem, 967.
 ——— Route from Paris, 35.
 Beverwijk, 534 2-8.
 Bex, 1111.
 ——— Route from Paris, 35.
 Beycheville, 416.
 Bey-Kos, 989.
 Beyrout, 979, 982.
 ——— to Constantinople, 981.
 ——— Route from Paris, 35.
 Béziers, 446.
 Biarritz, 418.
 ——— Route from Paris, 35.
 Biasca, 1105.
 Biella, 792.
 Bienne, 1068.
 Bilbao, 1196.
 Billsholm, 1472.
 Billingsfors, 1435.
 Bingen on the Rhine, 690.
 ——— Route from Paris, 35.
 Birkenede, 1314.
 Birkenhead, 246.
 Birmingham, 245.
 ——— Route from Paris, 35.
 Bissenhofen to Augsburg, 1167.
 Bjerjets Kro, 1333.
 Bjerkaker, 1396.
 Bjernede, 1314.
 Bjöberg, 1404.
 Björgeu, 1372.
 Blaafaten, 1402.
 Blair-Athol, 132.
 Blanca, 1258.
 Blankenburg, 592.
 Blarney, 51.
 Blaye, 415.
 Blea Tarn, 256.
 Bleiberg, 1181.
 Blenheim, 243.
 Blois, 403.
 ——— Route from Paris, 35.
 ——— to Château de Valençay, 403.
 ——— to Château de Chaumont, 403.
 Bloomingdale, 1552.
 Bludenz, 1165.
 Bluman, 1153.
 Bobadilla, 1249.
 Bodio, 1105.
 Bodö, 1377, 1379, 1381.
 Bolladore, 1163.
 Bollar, 1326.
 Bolmen, Lake, 1440.
 Bologna, 815.
 ——— Route from Paris, 35.
 ——— to Ancona, 818.
 ——— to Brindisi, 818.
 ——— to Florence, 818.
 ——— to Pistoia, 818.
 Bolstadören i Vos, 1412.
 Boltigen, 1109.
 Bolton's Landing, 1557.
 Bomarsund, 1484.
 Bombay; Route from London, 29; from Par-
 is, 35.
 Bonn, 680.
 ——— Route from Paris, 35.
 Bonneville, 1046.
 Boppard, 687.
 Borås, 1459.
 Borcette, 586.
 Bordeaux; Commerce, 412; Wine-cellars and
 Wine, 413.
 ——— Route from Paris, 35.
 ——— Various Routes from, 416.
 Bordighera, 742, 808.
 Boren Lake, 1465.
 Borghetto, 841.
 Borgholm, 1482.
 Borgo San Donnino, 813.
 Börkup, 1326.
 Bormio, Baths of, 1163.
 ——— Route from Paris, 35.
 Bornholm, Island of, 1346.
 Borringe, 1470.
 Borroean Islands, 790.
 Bosca, 1173.
 Bosekop, 1390.
 Boston, England, 233.
 ——— United States, 1561.
 Bothwell Castle, 112.
 Botzen, 1153, 1168.
 Boulogne (sur Mer), 296.
 ——— Route from London, 29; from Paris,
 35.

- Bonrboule, 452.**
Bourg, 414, 476.
Bourg St. Maurice, 1138.
Bourges, 443.
Bouveret, 1044.
Bouvernier, 1056.
Bowness, 253.
Boxtel, 534 5-8.
Boyle, 79.
Boyne, the River, 92.
Braagerland, 1317.
Bradford, 264.
Bradford-on-Avon, 288.
Braemar, 138.
Braendhaugen i Dovre, 1375.
Bragerö, 1406.
Bramminge, 1338.
Brandenburg, 587.
Brannenburg, 1145.
Brannelas, 1203.
Branzall, 1155.
Braubach, 687.
Braunau, 727.
Bray, 76.
Brechim, 180.
Brecon, 276.
Bred, 1345.
Breda, 528.
Bredvangen i Sels, 1394.
Bregentved, 1341.
Bregenz, 1164, 1167, 1169,
 ——— Route from Paris, 35.
Breistölen, 1404.
Bremen, 601.
 ——— Route from Paris, 35.
Brennbüchl, 1159.
Brenner, 1151.
Brennerbad, 1151.
Brenner Pass, the, 749, 1150.
Breno, 805.
Brescia, 777, 804.
 ——— to Pavia, 804.
 ——— to Tirano, 805.
Breslan, 609.
 ——— to Cracow, 610.
Bressay Island, 1343.
Brest, 400.
 ——— Route from Paris, 35.
Brenil, 1054.
Brévent, the, 1050.
Bridge of Allan, 142.
Brieg, 745, 1064.
Briel, 527.
Brienz, 1084.
 ——— Route from Paris, 35.
Brighton, 219.
 ——— Route from Paris, 35.
Brimslöf, 1440.
Brindisi, 824.
 ——— from Venice, 769.
 ——— to Alexandria, 824.
 ——— to Greece, 824.
 ——— to Venice and Trieste, 824.
 ——— to Genoa, 824.
 ——— to Otranto, 824.
 ——— Route from London, 29; from Paris, 35.
Bristol, 268.
 ——— to Chepstow, Monmouth, Hereford, Ludlow, Shrewsbury, and Chester, 272.
 ——— to Gloucester, Cheltenham, Great Malvern, and Worcester, 271.
British America, 1557-1559, 1564-1567.
- Brittany, 397.**
Brixen, 749, 1152, 1179.
Brixlegg, 1145.
Broadford, 149.
Broek, 534 2-8.
Brocken, 592.
Brodenbach, 686.
Brodick, 116.
Broek, 532.
Brohl, 682.
Brönösund, 1380.
Brooklyn, 1551.
Brost, 1332.
Brothäusi, 1109.
Brück, 750, 1171.
Bruges, 520.
 ——— to Ostend, 521.
 ——— Route from Paris, 35.
Brugg, 1078.
Brunau, 1182.
Brunecken, 1180.
Brünig Pass, the, 1085.
Brünn, 719.
Brunnen, 1102.
Brunswick, the City of, 589.
 ——— to Magdeburg, 590.
 ——— the Duchy of, 588.
 ——— Route from London, 29; from Paris, 35.
Brusio, 1128.
Brussels, 505-511.
 ——— to Luxembourg, 517.
 ——— Waterloo, 511.
 ——— to Calais, 522.
 ——— to Paris, 523.
 ——— Route from London, 29; from Paris, 35.
Bruton, 290.
Bryn, 1367.
Bucharest: Routes from Paris, 35.
Buchan, 1175.
Buchs, 1171.
Buda, near Pesth, 735.
Buffalo, 1564.
Builth, 276.
Bulbjerg Cliff, 1332.
Bulle, 1108.
Bundoran, 89.
Burgeis, 1161.
Burgos, 1197.
 ——— Route from Paris, 35.
Burgundy Wines, 458.
Burntisland, 157.
Bury St. Edmund's, 283.
Busdongo, 1202.
Bush-mills, 98.
Buttevant, 62.
Buxton, 247.
Buynk-Dere, 988.
Bygdin Lake, 1423.
Byholm Veile, 1333.
Byrhe i Nordre Fron, 1394.
Byström, 1458.
- C.
- Cabourg, 394.**
Cadenabbia, 791, 1107.
Cadenazzo, 747.
Cadiz, 1242.
 ——— Route from Paris, 35.
Caen, 393.
 ——— to Havre, 394.
 ——— to Cherbourg, 394.
 ——— Route from Paris, 35.
Caernarthen, 277.
Caernarvon, 279.

- Cæsarea, 980.
 Cæsarea Philippi, 972.
 Cahir, 66.
 Cahors, 445.
 Cairo: Hotels, 921; Citadel, Massacre of the Mamelukes, 923; Mosques, 923; Palaces, Baths, Festivals, 924; Heliopolis, Shoobra, 925; Old Cairo, 926; Pyramids, 926-930; Sphinx, 928; Temple of Serapis, 930.
 Cairo to Tor, *via* Suez, 945.
 ——— to Sinai, 946.
 ——— to Jerusalem, *via* El Arish, 950.
 ——— Route from Paris, 35.
 Calais, 296.
 ——— Route from England, 29, 1572; from Paris, 36.
 Calandaberg, 1119.
 Calatayud, 1274.
 Caiaveras big trees, the, 1571, 1572.
 Calcutta: Route from London, 29; from Paris, 36.
 Caldwell, 1557.
 Caldwell's Landing, 1553.
 Caledon, 95.
 Caledonian Canal, 125.
 California, 1571; routes from, 1572.
 Callan, 72.
 Callander, 133.
 Calmar, 1482.
 Cambrai, 497.
 Cambridge: Colleges of the University, Fitzwilliam Museum, Observatory and Botanical Gardens, Churches, etc., 232.
 ——— Route from Paris, 36.
 Campo Dolcino, 747, 790.
 Campo Formio, 733.
 Canada, 1557-1559, 1564-1567.
 Canal de Condé, 523.
 Canal of Arsinoë, 945.
 Cannes, 474.
 ——— Route from Paris, 36.
 Cannstadt, Mineral Baths, 666.
 ——— Route from Paris, 36.
 Cantara, 981 3-5.
 Canterbury, 229.
 Cantine de Proz, 1056.
 Cape of Good Hope: Route from London, 29.
 Cape Partheniké, 1539.
 Capernaum, 975.
 Capo di Ponte, 1173.
 Cappelouin, 57.
 Capri, 882.
 Capna, 872.
 Capuchin Convent, 1149, 1160.
 Carcassone, 422.
 Cardiff, 274.
 Carentan, 396.
 Carlisle, 252.
 ——— Route from Paris, 36.
 Carlow, 73.
 Carlsbad, 639.
 ——— to Vienna, 640.
 ——— Route from Paris, 36.
 Carlsborg, 1460.
 Carlsrona, 1482.
 Carlshamn, 1482.
 Carlsruhe, 700.
 ——— Route from Paris, 36.
 Carlstad, 1469.
 Carmagnola, 796.
 Carmona, 1232.
 Carpi, 807.
 Carrickfergus, 94.
 Carrick-on-Shannon, 88.
 Carrick-on-Suir, 66.
 Carrigadrohid, 54.
 Carril, 1205.
 Cars, Sleeping, for Travelers, xx.
 Carstairs, 169.
 Cartagena, 1258.
 Casa Branca, 1288.
 Casablanca, 1248.
 Casaccia, 1129.
 Caserta, 872.
 Cashel, 67.
 Cassel, 618.
 ——— Route from Paris, 36.
 Castalian Fountain, 999.
 Castasegna, 1129.
 Castebruth, 1153.
 Castejon, 1276.
 Castle Bolognese to Ravenna, 819.
 ——— Pietro, Bologna, 818.
 Castellan, 1167.
 Castellon, 1264.
 Castillejo, 1230.
 Castle of Gripsholm, 1483.
 Castlebar, 85.
 Castle-Blayne, 94.
 Castle-Douglas, 174.
 Castledermot, 74.
 Castlereagh, 85.
 Castricum, 534 2-8. Castleton, 241.
 Castuera, 1278.
 Catania, 905.
 Cataracts of Egypt, 943.
 Caterham, 227.
 Catorraja, 1260.
 Catskill, 1555.
 Catskill Mountains, the, 1554.
 Canterrets, 433-435.
 Cavan, 90.
 Cave Hill, 93.
 Cefalu, 902.
 Celle, 640.
 Ceueda, 1173.
 Cerda, 902.
 Certaldo, 843.
 Cervera, 1271.
 Cesena, 821.
 Cette, 446.
 ——— Route from Paris, 36.
 Chablis, 458.
 Cheronea, 1000.
 Chalcis, 1000.
 Chalon-sur-Saône, 467.
 ——— Route from Paris, 36.
 Chalons-sur-Marne, 490.
 ——— Route from Paris, 36.
 Chambéry, 477.
 Chambrelieu, 1115.
 Chamounix, 1046.
 ——— Route from London, 29; from Paris, 36.
 Champagne Wines, 481-489.
 Champocé, 406.
 Chantilly, 299.
 Charenton, 457, 741.
 Charleroi, 497.
 ——— Route from Paris, 36.
 Charleston, 1578.
 Charleville, Ireland, 63.
 ——— France, 495.
 Charlottenburg, 1468.
 Charlottenlund, 1318.
 Chartres, 399.
 Château Chaumont, 403.

- Château Chénanceau**, 404.
 — d'Oex, 1119.
 — de Ponsas, 467.
 — de Prangins, 1038.
 — Ennseck, 726.
 — Margaux, 415.
 — of Steen, 612.
 — Thierry, 481.
Châteauroux, 444.
Châtel-Guyon, 450.
Châtellerault, 407.
Chatham, 228.
Châtillon, 1064.
Chatsworth, 247.
 — Route from Paris, 36.
Chaumont, 479, 1068.
Cheitan Akindisi (Satan's Current), 988.
Chelmsford, 230.
Cheltenham, 273.
Chemnitz, 647.
Chepstow, 275.
Cherbourg, 397.
 — Route from Paris, 36.
Chermontane, 1057.
Chersonesus, 1538.
Chester, 246.
 — Eaton Hall, 246.
Chexbres, 1070.
Chiamut, 1132.
Chiavari, 809.
Chiavenna, 747, 790.
Chicago, 1567.
Chillon, Castle of, 1043.
China, Routes to, 1574.
Chinchilla, 1253.
Chippis, Valley of, 1059.
Chiselhurst, 226.
Chiusi, 845.
Choisy-le-Roy, 402.
Christiania: Hotels, Castle of Aggershuus, 1360; Trefoldigheds-kirke, Palace, Museum of Northern Antiquities, University, National Gallery of Paintings, Theatre, Carioles, Oscar's Hall, Frogner - Aasen, 1362; Environs of, 1365.
Christiania to Bergen, 1350, 1367, 1399.
 — to Oduaes, 1350.
 — to Trondhjem, 1350.
 — to Molde, 1350, 1367, 1397.
 — to Stockholm, 1351.
 — Route from London, 29; from Paris, 36.
Christiansand, 1366, 1418.
Christiansborg, 1301.
Christianshavn, 1298.
Christianssæde, Manor of, 1343.
Christianstad, 1439.
Christiansund, 1429.
Christinehamn, 1469.
Chur, 1169, 1171.
Churburg, Castle of, 1161.
Churwalden, 760.
Cilli, 750.
Cincinnati, 1569.
Ciney, 517.
Citrea, 981 3-5.
Citta Vecchia, 914.
Ciudad Real, 1277.
Ciudad Rodrigo, 1209.
Civita Vecchia, 842.
 — to Rome, 843.
Civray, 410.
Cladich, 147.
Clapham, 263.
Clare-Galway, 87.
Clarens, 745, 1042.
 — Route from Paris, 36.
Clausholm, 1328.
Clavadel, Baths of, 1137.
Clermont Ferraud, 451.
Clifden, 84.
Clifony, 89.
Clifton, 269.
Cloggnitz, 750.
Cloumacnoise, 80.
Cloumel, 66.
Cloyne, 50.
Cluses, 1046.
Coblentz, 683.
 — Route from Paris, 36.
Cochem, 655.
Cockermouth, 260.
Cognac, 410.
Cogolitto, 443.
Cohoes, 1555.
Coimbra, 1290.
Coins, Tables of, 535, 1003, 1580.
Coire, 1119.
 — to Colico (and Milan), over the Splügen, 746.
 — to Magadino, over the Bernardino, 747.
 — Route from Paris, 36.
Colchester, 231.
Col de Balme, 1054.
 — Bonhomme, 1052.
 — Cheville, 1057.
 — Fenêtre, 1057.
 — Torrent, 1059.
 — la Dent de Jaman, 1108.
 — la Forclaz, 1046.
Col des Montets, 1054.
Cold Spring, 1554.
Coldstream, 162.
Coleraine, 94, 98.
Colfax, 1571.
Colico, 747, 790, 1164.
 — to Como, 747.
 — Route from Paris, 36.
Collonges Station, 1030.
Colmar, 679.
Cologne, 582.
 — to Frankfort, Bonn, Coblentz, 585.
 — to Mainz, Aix-la-Chapelle, Paris, 585.
 — Route from London, 29; from Paris, 36.
Colombes, 386.
Como, Lake of, 787.
 — to Lake Maggiore, 790.
 — Route from London, 29; from Paris, 36.
Compiègne, 496.
 — Route from Paris, 36.
Comrie, 145.
Comstock Lode, 1570.
Concise, 1067.
Conegliano, 1173.
Coney Island Excursions, 1548.
Cong, 86.
Coniston, 256.
Constance, 673.
 — Route from London, 30; from Paris, 36.
Constantinople: Hotels, Seraglio, Sublime Porte, 984; Bosphorus, Mosques of St. Sophia, Suleiman, Sultan Ahmed, Mohammed II., Hippodrome, 985; Obelisk of Theodosius, the Burned Pillar, Aqueduct, Bazars, Cemeteries, 986; Caiques, Valet de Place, the Dogs, Excursions, 987.

- Constantinople, Steamers from, 989.
 ——— to Odessa, 989.
 ——— to Vienna, 989.
 ——— to the Crimea, 989.
 ——— to Genoa, 990.
 ——— Route from London, 30; from Paris, 36.
 Consular and Diplomatic Agents, xxi-xxiv.
 Contamines-sur-Arve, 1045.
 Conthey, 1058.
 Convamore, 58.
 Convent of the Capuchins, 1160.
 Convent of Seben, 1152.
 Conway, 249.
 Cook, Son, & Jenkins's Arrangements for Travelers, xxvii.
 Copenhagen: Streets, Carriages, Amalienborg, 1297, 1298; Rosenborg Castle, 1299-1301; Christiansborg, Chambers of Parliament, Palace of Frederiks-borg, 1301; Thorwaldsen's Museum, 1302-1306; Prindsens Palais, Ethnographic Museum, Museum of Northern Antiquities, 1306-1309; Cathedral and Churches, 1309; Arsenal, Exchange, Royal Library, and Theatres, 1310, 1311; Excursions from, 1311, 1312.
 Copenhagen to Charlottenlund and Deer Park, 1318.
 ——— to Lyngby, 1320.
 ——— to Kallundborg, 1339.
 ——— to Kjöge, 1340.
 ——— to Faxe, 1343.
 ——— to Frederikssund, 1344.
 ——— to the Island of Bornholm, 1346.
 ——— to the Färøe Islands, 1348.
 ——— Route from London, 30; from Paris, 36.
 Copper Harbor, 1563.
 Coppet, 1038.
 Cordova, 1231, 1248.
 ——— Route from Paris, 36.
 Corinth, 997.
 Cork, 50.
 ——— to London, Liverpool, and Glasgow, 100.
 ——— Route from Paris, 36.
 Cornigliano, 743.
 Cornwall Landing, 1554.
 Coron, 1001.
 Corsoer, 1312, 1314.
 Cortina d'Ampezzo, 1172.
 Cortona, 839.
 Coruna, 1206.
 Corycian Cave, 999.
 Cosenza, 892.
 Coslin, 604.
 Cossonay, 1067.
 Côte d'Or, 458.
 Cotignola, 819.
 Courmayeur, 1052.
 Courtraï, 499, 522.
 Coutances, 395.
 Coutras, 412.
 Cove, 82.
 Coventry, 240.
 Cowes, 226.
 ——— Route from Paris, 36.
 Cracow, 610.
 ——— to Warsaw, 612.
 ——— to Vienna, 614.
 ——— Route from Paris, 36.
 Craigmillar Castle, 171.
 Cramont, 1052.
 Crathie, 137.
 Crato, 1279.
 Crécy, 298.
 Credo Tunnel, 1030.
 Cremona, 804.
 Creuznach, 691.
 Crewe, 240.
 Criefff, 145.
 Crimea, the, 1536.
 ——— from Constantinople, 989.
 Crinan Canal, 117.
 Cronstadt, 1519.
 Crow's Nest, 1554.
 Croydon, 219.
 Cuenca, 1229.
 Cueta, 1247.
 Cullera, 1263.
 Culloeden, 131.
 Cully, 1041.
 Culoz to Geneva, 1029.
 Cumæ, 890.
 Cumbray, Islands of, 115.
 Cuneo, 796.
 Cushendun, 99.
 Cüstrin, 606.
 Cyprus, Island of, 981 1-5.
 ——— Route from Paris, 36.
- D.
- Dabod, 944.
 Daglösen, 1476.
 Dagmersellen, 1077.
 Dalaas, 1165.
 Dalheattie, 174.
 Dalkeith, 158.
 Dals Fjord, the, 1429.
 Dalsands Canal, the, 1435.
 Dalseidet i Haus, 1412.
 Damascus: Hotels, Cook-shops, Synagogues, Convents, Rivers Abana and Pharpar, 976; the Great Mosque, the Castle, St. Paul's House, Abd el Kader, 976.
 Damascus to Baalbec, 977.
 ——— Route from London, 30; from Paris, 36.
 Danzig, 604.
 ——— Route from London, 30; from Paris, 36.
 Dardanelles, the, 983.
 ——— Route from Paris, 37.
 Dargle, the, 70.
 Darmstadt, 696.
 ——— to Heidelberg, 697.
 ——— Route from Paris, 37.
 Dartford, 217 2-8. Dartmouth, 271.
 Davlia, 1000.
 Davos Platz and Dörfle, 1137.
 Dax, 417.
 Dead Sea, the, 969.
 Deepdene, 226 1-4.
 Deer Park, 1318, 1458.
 Delft, 530.
 Delphi, or Castri, 999.
 Denbigh, 248.
 Denia, 1263.
 Denmark, 1293-1349.
 Dent d'Ouch, 1044.
 Departures from London, 217; from Paris, 376.
 Deptford, 217 2-8. Derby, 234.
 Derrynane, 82.
 Dervio, 789.
 Derwentwater, 257.
 Desenzano, 777.
 Deserts of Suez and Arabia, 945-952.
 Dessau, 617.
 Detmold, 594.

Detroit, 1567.
 Deutz, 582.
 Devenish Island, 91.
 Devens Salt Mines, 1111.
 Deventer, 534 7-8.
 Devil's Bridge, 1103.
 Diamond Island, 1557.
 Diedenhofen, 493.
 Dieppe, 300, 389.
 ——— Route from London, 30; from Paris, 37.
 Dijon, 458. Route from Paris, 37.
 Dimmelsvik, 1420.
 Dinant, 517.
 Dingwall, 129.
 Diplomatic and Consular Agents, xxi-xxiv.
 Dissentis, 1132.
 Dives, 393.
 Divonne, 1038.
 Djurgården, 1458.
 Dobb's Ferry, 1553.
 Dol, 396.
 Dôle, 478, 1038.
 ——— Route from Paris, 37.
 Dolgelly, 144.
 Dollar, 140.
 Dölsach, 1180.
 Dombaas, 1395, 1399.
 Domo d'Ossola, 746.
 ——— Route from Paris, 37.
 Domrémy, 491.
 Don Alvaro, 1278.
 Don Benito, 1278.
 Don Roderic, Castle of, 1197.
 Donaustaf, 631.
 Doncaster, 254.
 Donchery, 496.
 Donegal, 89.
 Dorchester, 256.
 Dordrecht, or Dort, 528.
 Dorking, 227, 257.
 Dornbirn, 1165.
 Dortmund, 580.
 Donau, 498.
 Douglas, 241.
 Doune, 143.
 Dover, 229.
 ——— Route from London, 30, 290; from Paris, 37.
 Dovre Fjeld, 1395.
 Downpatrick, 97.
 Drachenfels, 681.
 Drammen, 1406.
 Draxholm, Castle of, 1340.
 Dresden: Hotels, American Club, 633; Royal Palace, 634; Picture-gallery and its Gems, 635; the Zwinger, Museum of Natural History, and Military Museum, 636; Grand Opera-house, 636; Japanese Palace and the Frauenkirche, 636; Manufacturers, Bankers, and Tradesmen, 637, 638; Excursions, 638.
 Dresden to Frankfurt, 619.
 ——— to Carlsbad, 639.
 ——— to Schwarzenburg, 646.
 ——— Route from London, 30; from Paris, 37.
 Drevsjöhytte, 1369.
 Driva, Valley of the, 1396.
 Drivstuen i Opdal, 1396.
 Drobak, 1417.
 Drogheda, 91.
 ——— to Belfast, 97.
 Dronningslund, Storskov, 1330.
 Drottningholm, Palace of, 1483.
 Drumminur, 80.
 Drumlanrig Castle, 167.

Dryburgh Abbey, 160.
 Duart Castle, 119.
 Dublin: Hotels, 65; Castle, Trinity College, Cathedral of the Holy Trinity, St. Patrick's Cathedral, Four Courts, 69; Custom-house, Exchange, Nelson's Monument, Galleries, Museum, Phoenix Park, Zoological Gardens, Botanic Gardens at Glasnevin, Cemetery, Irish Poplins, 70; Excursions, 71; Hill of Howth, Kingstown, 71.
 Dublin to London, Liverpool, Glasgow, and Bristol, 100.
 ——— Route from London, 30; from Paris, 37.
 Dumbarton, 114.
 Dumfries, 168.
 Dunbar, 164.
 Dunblane, 142.
 Dundalk, 92.
 Dundee, 179.
 Dundrennan, 174.
 Dundrum, 96.
 Dunfermline, 177.
 Dunganvaran, 77.
 Dunkeld, 132.
 Dunkirk, 499.
 ——— Route from Paris, 37.
 Dunmanway, 53.
 Dunnottar, Castle of, 180.
 Dunoon, 115.
 Dunrobin, 130.
 Dunseverick, 99.
 Dunstaffnage, 118.
 Dunvegan Castle, 129.
 Durham, 238.
 Düsseldorf, 581.
 ——— to Bremen, 614.
 ——— Route from London, 30; Paris, 37.

E.

East, The, *via* Suez Canal: from London, 33.
 Eastbourne, 227 1-3.
 Eaux Bonnes, 441.
 ——— Route from Paris, 37.
 Eaux Chaudes, 442.
 ——— Route from Paris, 37.
 Ebal, Mount, 972.
 Ebelsberg, 726.
 Ebnat, 1133.
 Eboli, 893.
 Ecija, 1232.
 Edane, 1469.
 E'Dayr, 937.
 Eden Hall, 258.
 Eddystone Light-house, 271.
 Edfoo, 941.
 Edinburgh: Excursions in the vicinity of, 151; The Castle, Scott's Monument, 152; National Gallery, Royal Institution, Register House, Calton Hill Monuments, St. Giles's Cathedral, 153; the University, Parliament Square, Holyrood Palace, 154; Leith, Excursions, Arthur's Seat, Hospitals, 157; Roslin Castle, Dalkeith, 158.
 Edinburgh to St. Andrews, 157, 178.
 ——— Route from London, 30; from Paris, 37.
 Eegholm, 1332.
 Egeri, Lake of, 1136.
 Eggischoorn, the, 1114.
 Egremont, 260.
 Egypt, 916-944.
 ——— Route from Paris, 37.
 ——— Voyage to Upper, 930.
 Ehrenbreitstein, 683.

Ehrenburg, Castle of, 1166.
 Ehrenfels, 689.
 Eide, 1410, 1421, 1431.
 Eidet, 1372.
 Eidsbugården, 1423.
 Eidsvold, 1367.
 Eidvoldeverk, 1367.
 Eindhoven, 534 5-S.
 Einingevik, 1421.
 Einsiedeln, 1134.
 Eisenach, 623.
 ——— to Coburg, 624.
 ——— Route from Paris, 37.
 Eisleben, 617.
 Elvindvik, 1415.
 Ekersund, 1419.
 Ekonhorn, 1368.
 Eksjö, 1474.
 El Arish, 951.
 El Chanka, 950.
 El Ferrol, 1207.
 El Koola, 941.
 Elaghinskoi, Palace at, 1518.
 Elberfeld, 594.
 Elbing, 607.
 Elche, 1259.
 Elephantine Island, 942.
 Eleusis, 997.
 Elgin, 134.
 Elizavetgrad, 1535.
 Elm, 1131.
 Elsinore, 1321. Routes from, 1323
 Eltville, 695.
 Elverum, 1365.
 Ely, 232.
 Emmaboda, 1473.
 Emmaus, 956.
 Emmerich, 534, 551.
 ——— Route from Paris, 37.
 Empoli, 843.
 Ems, 696.
 ——— to Coblenz, 696.
 ——— Route from Paris, 37.
 Engelberg, 1095.
 Enghien, 389.
 England and Wales, 183-290.
 Enkhuysen, 534 3-S.
 Ennis, 78.
 Enniscorthy, 74.
 Enniskillen, 90.
 Entlebuch, 1107.
 Entroncamento, 1289.
 Epernay, 481.
 ——— Route from Paris, 37.
 Epesses, 1041.
 Ephesus, 981 4-5.
 ——— Route from Paris, 37.
 Epinal, 492. Episcopi, 981 4-5.
 Epsom, 287.
 Erbach, 692, 697.
 Erfurt, 622.
 ——— to Gotha, 623.
 ——— Route from Paris, 37.
 Esbjerg, 1337.
 Escholzmatt, 1107.
 Esclavitud, 1205.
 Escorial, the, 1223.
 Eski-Mouça, 981 3-5.
 Eskilstuna, 1453.
 Eslof, 1439.
 Esné, 941.
 Espailley, 453.
 Espiel, 1232.

Essen, 581.
 Esslingen, 669.
 Estremoz, 1289.
 Etampes, 402.
 Etna, Mount, 906.
 Eton, 242.
 Etroubles, 1053.
 Ettenheim, 673.
 Eubœa, Island of, 1000.
 Eupatoria, 1536.
 Evanger i Vos, 1411.
 Evanton, 130.
 Evesham, 265.
 Evian-les-Bains, 1044.
 Evolena, 1055.
 Evora, 1288.
 Evreux, 392.
 ——— Route from Paris, 37.
 Exeter, 270.
 Exmouth, 270.
 Eysr, 1167.

F.

Faaborg, 1345.
 Faeggekilt, 1333.
 Faeggesund, 1333.
 Faemund, Lake, 1369.
 Faenza, 820.
 ——— to Florence, 820.
 Fagerlund i Nordre Aurdal, 1401.
 Fagernaes, 1322.
 Faido, 1105.
 Falaise, 399.
 Falkenburg, Castle of, 639.
 Falkirk, 149.
 Falköping, 1459.
 Falkland, 177.
 Fall of Tatschbach, 1095.
 Falls of Aar, 1085.
 ——— of Altaba, 1196.
 ——— of Alterheiligen, 702.
 ——— of the Clyde, 113.
 ——— of Fiskum, 1389.
 ——— of Fressinone, 1065.
 ——— of Foyers, 125.
 ——— of Kaaterskill, 1555.
 ——— of Minnehaha, 1569.
 ——— of the Lednoch, 145.
 ——— of the Mohawk, 1558.
 ——— of Montmorenci, 1559.
 ——— of Muoniokosi, 1391.
 ——— of Niagara, 1564.
 ——— of Reichenbach, 1092.
 ——— of Rogie, 129.
 ——— of Sallenche, 1112.
 ——— of the Schmadribach, 1089.
 ——— of Seinfütschine, 1090.
 ——— of St. Anthony, 1569.
 ——— of Tosa, 1104.
 ——— of Traun, 728.
 ——— of Trenton, 1557, 1564.
 ——— of Triberg, 672.
 ——— of Trollhätta, 1462.
 ——— of Uldefos, 1429.
 Falmouth, 272.
 Falsterbo, 1470.
 Falun, 1476, 1479.
 Famagusta, 981 3-5.
 Fanum, 822.
 Farayg, 943.
 Farleigh Castle, 289.
 Fast Castle, 165.
 Faulhorn, the, 1091.

- Faurbo, 1340.
 Faversham, 229.
 Faxe, 1344.
 Fécamp, 392.
 Feiô, Island of, 1333.
 Feldkirch, 1165, 1171.
 Fend, 1183.
 Fermo, 823.
 Fermoy, 58.
 Fernan Nuñez, 1248.
 Ferns, 74.
 Fernstein, Ruins of, 1166.
 Ferrara, 807.
 ——— to Bologna, 807.
 Fethard, 73.
 Fetsund, 1468.
 Fettau, 1126.
 Feuchten, 1148.
 Fez, 1247.
 Fideriser Au, 1136.
 Fieberbrunn, 1176.
 Figueras, 1271.
 Finale Marina, 743.
 Fischbach, 1145.
 Fischhorn, Castle of, 1171.
 Fishkill, 1554.
 Fiskum Falls, 1389.
 Fiume Latte, 789.
 Fjaerlands Fjord, the, 1417.
 Fjerritslev, 1331.
 Fladmark i Gryten, 1397.
 Flagstad, Island of, 1382.
 Flannskjöldkro, 1330.
 Flégère, 1050.
 Fleinsersthal, 1155.
 Flen, 1444.
 Flensborg, 599, 1317.
 Fleskedal, 1424.
 Flims, 1131.
 Flint, 248.
 Flirsch, 1166.
 Flodden, 163.
 Floors Castle, 161.
 Florence: Hotels, Arno, 826; Bridges, Duomo, Campanile, Statues, Battistero di San Giovanni, 827; Church of Santa Croce, 823; Piazza of Santa Croce, La Santissima Annunziata, Cappella di San Luca, Piazza dell'Annunziata, Statue of Ferdinand, Foundling Hospital, Convent of Carmine, Church of San Lorenzo, Sagrestia Vecchia, Sagrestia Nuova, 829; Laurentian Library, Church of San Marco, Santa Maria Novella, 830; Piazza del Gran' Duca, Stanze of David, Michael Angelo, Savonarola, Piazza Buonarroti, Palazzo Vecchio, Loggia di Lanzi, Uffizi Gallery, 831, 832; Tribune, Gems of Antiquity, Etruscan Museum, Hall of Barroccio, Hall of Niobe, Pitti Palace, 833; Hall of Venus, Hall of Apollo, Hall of Mars, Hall of Jupiter, Hall of Saturn, Hall of the Iliad, 834; Private Library, Boboli Gardens, Academy of Fine Arts, Museo di Storia Naturale and Specola, Tribuna Galileo, 835; Picture-galleries, Hiram Powers, Theatres, 836; Cascine, Palazzo Riccardi, Biblioteca Riccardi, Stores, etc., 837; Zocchi Emilio, 837; Poggio Imperiale, Fiesole, Villa Torrigiani, 838.
 Florence to Rome, 838.
 ——— to Paris, 838.
 ——— to Rome, *via* Empoli, etc., 843.
 ——— Route from London, 30; from Paris, 37.
- Florida, 1579.
 ——— Route from New York, 1575.
 Flöröen, 1425.
 Fluëla-Thal and Pass, 1137.
 Flüelen, 1103.
 Fochabers, 135.
 Foggia, 823.
 Fogstuen, 1395.
 Föld River, the, 1370.
 Foligno, 841.
 ——— Route from Paris, 37.
 Folkestone, 227 2-3.
 Fondi, 873.
 Fontainebleau, 380.
 ——— Route from Paris, 37.
 Fonthill, 1553.
 Forbach, 676.
 Förde, 1430.
 Förde Fjord, 1429.
 Forfar, 179.
 Forli, 821.
 ——— to Ravenna and Florence, 821.
 Formazza, Valley of, 1115.
 Formö i Throtten, 1394.
 Forbes, 132.
 Forrest Hill, 227.
 Fort Augustus, 125.
 ——— San Marco, 1579.
 ——— Snelling, 1569.
 ——— Ticonderoga, 1557.
 ——— Washington, 1553.
 Fortun, 1422.
 Fosen, the, 1379.
 Foslandsosen, 1380.
 Fossedal, 1332.
 Fossegarden, 1394.
 Fossombrone, 845.
 Fountain of Elisha, 971.
 Fountain of Moses, 945.
 Foynes, 65.
 Fragenstein, Castle of, 1158.
 France, 291-500.
 Frankfort, 625.
 ——— to Berlin, 641.
 ——— to Cassel, 625.
 ——— to Prague, 643.
 Frankfort-on-the-Main: Route from London, 30; from Paris, 37.
 Frankfort-on-the-Oder, 608.
 Frauenfeste, 1152.
 Franzensbad, 643.
 Franzenshöhe, 1162.
 Franenfeld, 1100.
 Fredensborg Palace, 1323.
 Fredericia, 1313.
 Fredericksburgh, United States, 1578.
 Fredericksborg Castle, 1324.
 Fredericksborg, Palace of, 1301.
 Frederiksdal, 1321.
 Frederikshald, 1434, 1436.
 Frederikshavn, 699, 1334.
 Frederiksstad, 1434.
 Frederikssund, 1325.
 Frederiksvärk, 1324.
 Freiberg, 646.
 ——— Route from Paris, 37.
 Freiburg, 673.
 ——— Route from London, 30; from Paris, 37.
 Freienfeld, 1151.
 Fréjus, 474, 742.
 French Money, Weights, and Measures, 293.
 ——— Circular Tickets, 386.

- Freshwater: Route from Paris, 37.
 Fressinone, Falls of, 1065.
 Fresvik, 1415.
 Fribourg, 1070.
 Friesach, 595.
 Frijsenborg, 1327.
 Frisenvold, 1328.
 Fröhlichsburg, Tower of, 1161.
 Frome, 289.
 Fröningen, 1411, 1415.
 Fruholm Island, 1386.
 Frntigen, 1075.
 Frydenlund, 1400.
 Fugen, 1169.
 Fugleuaes, Promontory of, 1385.
 Fulpines, 1183.
 Fur, Island of, 1333.
 Furesö, Lake of, 1321.
 Furness Abbey, 260.
 Fürstenberg, Castle of, 1161.
 Fussen, 1166.
 Fyen, Island of, 1313.
- G.
- Gaard Botnet, 1380.
 ——— Hoel, 1396.
 ——— Novigen, 1425.
 Gaeta, 573.
 Gaillon, 387.
 Gairloch, 151.
 Gais, 1124.
 Galdhöppig, the, 1422.
 Galenstock, the, 1094.
 Galixidi, 999.
 Galway, 83.
 Gamla Lödöse, 1402.
 Gamla Upsala, 1478.
 Gandia, 1263.
 Gap, 470.
 Gardmo, 1422.
 Garlid i Sognedal, 1396.
 Garnæs i Haus, 1412.
 Gatehouse, 175.
 Gau el Kebir, 938.
 Gaunö, Castle of, 1341.
 Gavarnie, 436.
 Gaza, 951.
 Gebatsch, Glacier of, 1160.
 Gebel Silsileh, 942.
 Jaffe, 1478.
 Geisberg, 675.
 Geilstein, 1172.
 Geiranger Fjord, the, 1430.
 Gelmerbach Falls, 1093.
 Geneva: Hotels, Carriages, Porters, Bankers, Steamers, Bridges, 1031; Cathedral of St. Pierre, Musée Roth, Musée Académique, 1032; Ronssean's House, Calvin's Library, Hôtel de Ville, Arsenal, Model of Mont Blanc, 1033; Musée Fol, Botanical Gardens, Genevese Club, English Church, Manufactures, Environs, Villas, 1034; Ferney, Excursions, 1035.
 Geneva, Lake of, 1036.
 ——— to Chamounix, 1045.
 ——— Various Routes from, 1036.
 ——— Route from London, 30; from Paris, 37.
 Genoa: Hotels, History, Harbor, People, 799; Corso, Christopher Columbus, Monument, Discovery of Cuba, Churches, Cathedral of San Lorenzo, Relics, L'Annunziata, 800; St. Ambrogio di Gesù, Santa Maria di Carignano, St. Stephano della Porta, San Matteo, San Siro, Palaces, Palazzo Brignole, Palazzo Pallavicini, Palazzo Dorio Torsi, Palazzo Balbi, Palazzo Reale, Palazzo Doria, 801; Palazzo della Università, Palazzo Ducale, Bank of St. George, Public Institutions, Accademia Ligustica delle Belle Arti, Theatres, Manufactures, Cafés, Silver Filigree-work, Villa Pallavicini, 802; Railways, Steamers, Diligences, 803.
 Genoa to Paris, 803.
 ——— to Milan, 803.
 ——— to Nice, etc., 803, 808.
 ——— to Pisa, 803.
 ——— to Florence, *via* Spezia, 808.
 ——— Route from London, 30; from Paris, 37.
 Gerizim, Mount, 972.
 Gerlos, 1170.
 Germany, the Empire of, 547-703.
 ——— States of, 548.
 Gerolstein, 679.
 Gerona, 1270.
 Gersan, 1102.
 Gervais, Baths of, 1046.
 ——— Route from Paris, 37.
 Gesler's Castle, 1096.
 Gessenev, 1109.
 Geyser Springs (Iceland), 1349.
 Ghent, 518.
 ——— to Bruges, 520.
 ——— Route from Paris, 38.
 Giant's Causeway, 98.
 ——— Monntain, 989.
 Giarre, 905.
 Gibostad, 1383.
 Gibraltar, 1244.
 ——— to Tangier, 1245.
 ——— to Malaga, 1248.
 ——— Route from London, 30; from Paris, 38.
 Giessbach Falls, 1092.
 Gijon, 1202.
 Gilleleic, 1322.
 Giornico, 1105.
 Girgeh, 938.
 Girgenti, 890.
 ——— to Syracuse, 900.
 Gisselfeld, 1341.
 Gjendebod, 1424.
 Gjendeosen, 1425.
 Gjentofte, 1320.
 Gjesvaer, 1379, 1386.
 Gjolland, 1332.
 Gjorslev, 1343.
 Gjövig, 1393, 1400.
 Glamis Castle, 133.
 Glarnisch, the, 1131.
 Glarus, 1131.
 Glasgow: Hotels, Commerce, Ship-building, 109; the Cathedral, Exchange, 110; Mechanics' Institute, Squares, Parks, Museum, Kelvin Grove, University, 111; Bothwell Castle, Hamilton Palace, Falls of the Clyde, Excursions, 112, 113.
 Glasgow to Edinburgh, 112.
 ——— to Inverness, *via* Oban, 112.
 ——— to Oban, *via* Inverary, 112.
 ——— to Oban through Crinan Canal, 116.
 ——— Route from London, 30; from Paris, 38.
 Gleichenberg, 740.
 Glenarn, 99.
 Glencoe, 121.
 Glendaough, 75.
 Glenelg, 148.
 Glengariff, 55, 99.

- Glin, 65.
 Glis, 1113.
 Glogau, 629.
 Gloggnitz, 750.
 Glommen, the, 1352.
 Gloucester, 273.
 Glucksberg, Castle of, 1317.
 Gmünden, 728.
 Gnesen, 608.
 Gnesta, 1444.
 Godö, Island of, 1381.
 Gohantes, 1249.
 Gold Hill, 1570.
 Goldan, 1096.
 Golspie, 130.
 Gomagoi, 748, 1161.
 Gorge du Trient, 1112.
 Gorge of Gondo, 1065.
 Gorham, 1559.
 Görlitz, 648.
 Gorner Grat, 1061.
 Görz, 733.
 Gossensass, 1151.
 Gössnitz, 630.
 Gotha, 623.
 ——— to Eisenach, 623.
 ——— Route from Paris, 38.
 Gotha Canal, the, 1461.
 Gothenburg, 1330, 1432.
 ——— Route from London, 30.
 Göttingen, 618.
 ——— Route from Paris, 38.
 Gottland, Island of, 1480.
 Gozzo, 906.
 Grampenhof, 1162.
 Granada, 932, 1250.
 ——— Route from Paris, 38.
 Grandson, 1067.
 Grandum, 1400.
 Granollers, 1270.
 Grasmere, 254.
 Grasstein, 1151.
 Gratsch, 1168.
 Grätz, 730.
 ——— to Linz, 733.
 ——— Route from Paris, 38.
 Gravidal, 1400.
 Gravelotte, 676.
 Gravesend, 217 2-8.
 Great Britain, History and Government of, 43-46.
 Great Grimsby, 237.
 Great Scheideck, 1092.
 Greece, 991-1002.
 ——— and Turkey, 983-1002.
 Greenock, 114.
 ——— Route from Paris, 38.
 Greenwich, 217 2-8. Greifenburg, 1180.
 Greifswalde, 606.
 Greisdal Valley, 1326.
 Grenoble, 471.
 ——— Route from Lyons, 470; from Paris, 38.
 Gresshübel, 640.
 Greta Green, 169.
 Gries, 1184.
 Grimo, 1421.
 Grimsel, Hospice of the, 1093.
 Grindelwald, 1090.
 Gripsholm, Castle of, 1483.
 Gröduerthal, 1153.
 Gröndal Stone, 1328.
 Groningen, 534 4-8.
 Grosotto, 1163.
 Grotö, 1382.
 Grotto of Balme, 1046.
 ——— of Osteno, 1106.
 ——— of St. Paul, 914.
 Grundsæt Oksna, 1369.
 Gruyère, 1110.
 Guadalajara, 1274.
 Gubbio, 846.
 Gudhjem, 1347.
 Gudvangen i Aurland, 1411.
 Gulsvik, 1403.
 Garre, 1323.
 Gütersloh, 580.
 Guttanen, 1093.
 Gutvig, 1380.
- II.
- Haag, 1171.
 Haarlem, 523.
 Haarlev, 1343.
 Habo, 1467.
 Haddington, 163.
 Haag, 1402, 1404.
 Hafverud, 1435.
 Hagenau, 675.
 Hague, the, 530.
 ——— to Amsterdam, 530.
 ——— to Haarlem and Helder, 534 2-8.
 ——— Route from London, 30; from Paris, 38.
 Hainau, 629.
 Hal, 523.
 Hald, 1336.
 Halifax, England, 264.
 Hall, 1145.
 Hallingdal Route, the, 1403.
 Hallsberg, 1475.
 Halmstad, 1473.
 Halsnaes, Peninsula of, 1325.
 Halton, 262.
 Haltwhistle, 261.
 Ham, the State Prison of, 497.
 Hamar, 1368, 1393.
 Hamburg, 595.
 ——— to Copenhagen, 1312, 1313, 1317.
 ——— to Frederikshavn, 1326.
 ——— to Stralsund, 557.
 ——— Route from London, 30; from Paris, 38.
 Hamilton, Canada, 1566.
 Hamilton Palace, Scotland, 113.
 Hammerfest, 1385.
 Hammerhuus, 1347.
 Hammerödind, Island of, 1382.
 Hammerstein, Castle of, 682.
 Hampton Court, 217.
 Hanan, 625.
 Handeck Falls, 1093.
 Hanover, Kingdom of, 577.
 ——— City of, 578.
 ——— to Bremen, Hamburg, Minden, etc., 597.
 ——— to Hamburg, 640.
 ——— Route from London, 30; from Paris, 38.
 Hanstead, 1370.
 Haparanda, 1391.
 Hapsburg, Castle of, 1078.
 Hardanger Fjord, the, 1420.
 Hardenberg, 1342.
 Hardewijk, 534 4-8.
 Harflour, 390.
 Harlingen, 534 3-8.
 Harslev, 1341.
 Harstadvavn, 1382.

- Hartford, United States, 1563.
 Harvard College, 1563.
 Harwich, 231.
 Harz Mountains, 591.
 Hasle, 1346.
 Håstholmen, 1468.
 Hastings, England, 227.
 ——— United States, 1553.
 Hasvik, 1385.
 Haugan, 1389.
 Hangesund, 1420.
 Haugsund Junction, 1406.
 Haukelid Saeter, 1409.
 Haut-Châtillon, 1114.
 Haute-Combe, 1138.
 Hauts Geneveys, 1115.
 Haveswater, 259.
 Havnik, 1383.
 Havöund, 1386.
 Havre, 391.
 ——— to Dieppe, 391.
 ——— to England, 391.
 ——— Route from London, 30; from Paris, 38.
 Hawick, 173.
 Hawlbowlne Island, 50.
 Hawthornden, 158.
 Hay, 276.
 ——— to London, *via* Hereford, Gloucester, and Reading, 276.
 Headford, 86.
 Hebron, 968.
 Hecla, Mount, 1349.
 Heen, 1427.
 Heidelberg, 698.
 ——— to Paris, 699.
 ——— to Frankfort, 699.
 ——— Route from London, 30; from Paris, 38.
 Heiden, 1124.
 Heilbronn, 667, 670.
 Heimdal, 1371, 1372.
 Helder, the, 534 3-8.
 Helensburg, 114.
 Hellebek, 1322.
 Hellerup, 1320.
 Hellesylt, 1430.
 Helmsdale, 130.
 Helsingborg, 1471.
 Helsingfors, 1484.
 Helvedeshöl, Falls of, 1393.
 Hemnaes, 1380.
 Herculanum, 886.
 Hereford, 274.
 Herford, 580.
 Herment, 941.
 Hermitage Castle, 173.
 Hermitage Wines, 467.
 Hermsdorf, 724.
 Herning, 1339.
 Hernösand, 1480.
 Herrljunga, 1459.
 Herzberg, 592.
 Herzogenbuch, 1073.
 Hesselholm, 1472.
 Hestmaudsö, 1381.
 Het Nieuwe Diep, or Willerusoord, 584 3-8.
 Hexham, 261.
 Hiero, 996.
 Bildal, 1409.
 Hildesheim, 577.
 Hill of Howgh, 71.
 Hinnerup, 1327.
 Hints to Travelers, Introduction, xiii-xxviii.
 Hirschberg, 724.
 Hirtsholmene, 1335.
 Hitterdal Church, 1408.
 ——— Route, the, 1404.
 Hjö, 1475.
 Hjörning, 1334.
 Hjortsdal Village, 1331.
 Hobröe, 1329.
 Hoch Eppan, 1153.
 Hochheim, 689.
 Hoel, the, 1396.
 Hof, 642.
 Hohenschwangau, 1166.
 Hohe Salve, 1174.
 Höhlenstein, 1172.
 Höirüs, 1333.
 Holaker, 1397.
 Holbek, 1339.
 Holland, or the Netherlands, 524-534 7-8.
 Holmestrand, 1417.
 Holsaet, 1307.
 Holsienborg, Castle of, 1341.
 Holstebröe, 1337.
 Holtaalen, 1372.
 Holybrook, 76.
 Holyhead, 250.
 Holzkirchen, 1145, 1174.
 Homburg, 627.
 ——— Route from London, 31; from Paris, 38.
 Hønefos, 1427.
 Honfleur, 393.
 Hong Kong: Route from London, 31; from Paris, 38.
 Hoorn, or Horn, 534 3-8.
 Horgen, 1088.
 Horgheim i Gryten, 1397.
 Horley, 225 1-3.
 Hornbæk, 1322.
 Horne Village, 1345.
 Hornilen Peak, the, 1428.
 Horsens, 1326.
 Horsham, 288.
 Hörsholm, 1319.
 Horten, 1416.
 Hornp Bay, 1317.
 Hospenthal, 1104.
 Hospice of St. Christopher, 1165.
 Hôtel Byron, 1043.
 Houlgate, 393.
 Houngiar-Iskelessi, 989.
 Hoven, 1372.
 Höxter, 593.
 Huben, 1182.
 Huddersfield, 264.
 Huddiksvall, 1480.
 Hudson, 1555.
 Hudson River, the, 1552.
 Hull, 234.
 Hultsfred, 1474.
 Humboldt Wells, the, 1570.
 Hungerford, 267.
 Huntingdon, 233.
 Husbyfjol, 1465.
 Hnsun i Laerdal, 1402.
 Hvedholm, Manor of, 1345.
 Hveen, Island of, 1319.
 Hyères, 474.
 ——— Route from Paris, 33.

I.

Iceland, 1348.
 Idlewild, 1554.

Iffezhelm Race-course, 702.
 Iffigenbach, Falls of, 1109.
 Ilfracombe, 285, 269.
 Imhof, 1093.
 Imola, 819.
 Imst, 1150.
 India, Routes to, 1572, 1573.
 Indre Kvaro, 1381.
 Inglinge Hög, 1473.
 Ingolstadt, 667.
 Inkerman, 1428.
 Inn, Castle of the, 1160.
 Innsbruck, 1145.
 ——— to Venice, 1172.
 ——— to Salzburg, 1173, 1176.
 ——— to Milan, 1177.
 ——— to the Oetzthal, 1181.
 ——— from Munich, 1174.
 ——— to Colico (and Milan), over the Stelvio, 747.
 ——— to Verona, by the Brenner Pass, 749, 1175.
 ——— Route from London, 31; from Paris, 38.
 Interlaken, 1076.
 ——— Excursions, 1088.
 ——— Route from London, 31; from Paris, 38.
 Inverary, 123.
 Inverlochy Castle, 124.
 Inverness, 126.
 ——— to Aberdeen, 126.
 ——— to Thurso, 126.
 Inveroran, 145.
 Iona, 120.
 Ipswich, 231.
 Ireland, 46-100.
 ——— Routes in, 47.
 Irvine, 126.
 Ischia, Island of, 891.
 Ischl, 728.
 Iselie, 1065.
 Isernia, 875.
 Island of Gottland, 1480.
 ——— of Otterö, 1379.
 ——— of Stromö, 1381.
 ——— of Torgen, 1380.
 Isle of Wight, 222-226.
 Isles, Loffoden, the, 1381.
 Isles of Greece, the, 990.
 Isola Bella, 1106.
 Issella, 746.
 Issoire, 452.
 Italy, 741-894.
 Itri, 873.
 Itter, Castle of, 1174.
 Ivrea, 796.

J.

Jacksonville, 1579.
 Jadraque, 1274.
 Jaegersprüs, 1325.
 Jaffa, 955.
 ——— to Jerusalem, 956.
 ——— Route from Paris, 38.
 Jardin, the, 1050.
 Jativa, 1260.
 Jedburgh, 161.
 Jellinge, 1326.
 Jeutz, 1136.
 Jenbach, 1145, 1175.
 Jenin, 973.
 Jerez de la Frontera, 1240.
 ——— Route from Paris, 38.

Jericho, 971.
 Jerkin, 1395.
 Jeroskypos, 981 4-5.
 Jersey City, United States, 1552.
 Jerusalem, Approach to, 956, 957; Opinion of Sir Frederick Henniker, Stanley's First Sight, 957, 958; Modern Houses, Colonel James Williams of Tennessee, Mosque of Omar, Difficulty of Obtaining Admittance, 959; Solomon's Temple, Mount Moriah, Es-Sukhras, Holy of Holies, the Angel Gabriel and Mohammed, Population, Mosque of El-Aksa, 960; Orange Fountain, the Mediterranean Hotel, Holy Places, 961; Church of the Holy Sepulchre (Ground-plan), 962; Minaret of Omar, Holy Sepulchre, 963; Centre of the Earth, Hill of Zion, Last Supper, 963, 964; Calvary, Cœnaculum, 964; Armenian Convent, Jews' Wailing-place, Valley of Jehoshaphat, Fountain of the Virgin, the Virgin Mary Accused, Pool of Siloam, Tomb and Chapel of the Virgin, 965; Garden of Gethsemane, Backsheesh, Mount of Olives, Bethany, Tombs, Absalom's Tomb, Pool of Bethesda, Via Dolorosa, Church of the Flagellation, 966; Arch of the Ecce Homo, Tower of David, 967.
 Jerusalem to Hebron, 967.
 ——— to the Dead Sea, 969.
 ——— to Beyrout, 971.
 ——— Route from London, 31; from Paris, 38.
 Johannisberger, Castle of, 659.
 John O'Groat's, 131.
 Jönköping, 1467.
 Jotunheim, the, 1423.
 Jordan River, the, 970.
 Julier Pass, 1123.
 Jungfrau, the, 1090.
 Jurzon, 441.
 Justedal Glacier, the, 1416.
 Jüterbogk, 615.
 Jyderup, 1340.

K.

Kaardal Gaard, 1417.
 Kaaterskill Falls, the, 1555.
 Kaifa, 980.
 Kaiserswacht, 1175.
 Kalabshee, 944.
 Kalafat, 738.
 Kalamata, 1001.
 Kallundborg, 1339.
 Kaltenbrunn, 1160.
 Kandersteg, 1074.
 Kandstederne, 1335.
 Kängö, 1433.
 Karesuando, 1390.
 Karlskoga, 1469.
 Karlsö, 1384.
 Karlstein, 645.
 Karmsund, 1420.
 Kastnaeshavn, 1383.
 Katrineholm, 1443.
 Katwijk, 532.
 Kaufbeuren, 668.
 Kauns, 1184.
 Kautokeino, 1390.
 Kedes, 975.
 Kehl, 672.
 Kells, 72, 98.
 Kelso, 162.
 Kempen, 534 4-3.

Kendal, 252.
 Kengis Bruk, 1391.
 Kenilworth Castle, 244.
 Kenmare, 55.
 Kenmore, 146.
 Kenneh, 938.
 Kertch, 1542.
 ——— to the Caucasus, 1542.
 Keswick, 257.
 Kexisvara, 1391.
 Kharkoff, 1535.
 Kiefersfelden, 1145.
 Kiel, 1312.
 ——— Route from London, 31; from Paris, 38.
 Kil, 1469.
 Kilchurn Castle, 147.
 Kildare, 68.
 Kilinane, 63.
 Kilkee, 65, 83.
 Kilkenny, 72.
 Killaloe, 80.
 Killarney: Torc Mountain, 55; the Gap of Dunloe, 59; Magillicuddy's Reeks, 60; Black Valley, 60; Torc Lake, 60; the Lakes and Islands, 61; Ruins of Muckross Abbey, 61; Ruins of Aghadoe, 62.
 Killarney: Route from Paris, 38.
 Killybegs, 89.
 Killyleagh, 95.
 Kilmacnagh, 78.
 Kilmacthomas, 77.
 Kilmallock, 63.
 Kilmarnock, 166.
 Kilmun, 123.
 Kilruddery, 76.
 Kilrush, 65.
 Kilsno, 1470.
 Kilsyth, 149.
 Kilworth, 58.
 Kingston, Canada, 1566.
 Kingstown, 71.
 ——— Route from Paris, 38.
 Kinross, 140.
 Kinsale, 53.
 Kippel, 1114.
 Kirkcudbright, 174.
 Kirkestuen, 1394.
 Kirkevold, 1371.
 Kirkland (Orkney Islands), 1348.
 Kirkstall, 263.
 Kissingen Springs, 641.
 ——— Route from London, 31; from Paris, 38.
 Kistrand, 1357.
 Kiti, 981 3-5.
 Kitzbühel, 1174.
 Kjelstadlid, 1430.
 Kjelvid, 1379, 1387.
 Kjeø, 1382.
 Kjoerringø, 1382.
 Kjöge, 1341.
 Kjölle Fjord, 1387.
 Klamm, 750.
 Klampenborg, 1319.
 Klausen, Switzerland, 1134.
 ——— Tyrol, 749, 1152.
 Kleinen, 600.
 Klippan, 1472.
 Klosters, 1137.
 Kloven, 1383.
 Kniepass, 1166.
 Knighton, 280.
 Knockcroghery, 84.

Knocklong, 63.
 Kobberdal, 1380.
 Koft, 939.
 Kolding, 1313.
 Kom-Ombo, 942.
 Komorn, 735.
 Kongsberg, 1406.
 Kongsvinger, 1468.
 Kongsvold on Dovre, 1396.
 Königsberg, 607.
 Königsstein, 723.
 Köping, 1476.
 Köpmannbro, 1435.
 Koppang, 1369.
 Korsnaes, 1382.
 Korosko, 944.
 Kouklia, 981 4-5.
 Koulleli, 989.
 Kouron-Schechme, 987.
 Kongsoundjouk, 989.
 Kragerø, 1418.
 Kremetschug, 1535.
 Kreuth, 1175.
 Kreuznach, 691.
 Krimml, 1170.
 Kringelen Hill, the, 1394.
 Kröderem, 1404.
 Krokan, 1408.
 Kronberg, Castle of, 1321.
 Kronoberg, Ruins of, 1472.
 Krupp Steel Foundery, 581.
 Krybo, 1479.
 Küblis, 1137.
 Kuffstein, 1145.
 Kulla Gunnarstorp, 1472.
 Kundl, 1145.
 Kungshatt, 1483.
 Kursk, 1535.
 Kussnacht, 1096.
 Kvaal, 1372.
 Kyleakin, 148.
 Kyles of Bute, 115.

L

La Bastide, 412.
 La Chau-de-Fonds, 1115.
 La Combballaz, 1010.
 La Enchina, 1259.
 La Granja, 1224.
 La Rochelle, 408.
 ——— Route from Paris, 38.
 La Thuille, 1138.
 Lachen, 1117.
 Lacken, 512.
 Laerdal, Valley of the, 1402.
 Laerdalsören, 1402, 1410, 1414, 1422.
 Laesøvaerk, 1397.
 Laesso, Island of, 1330, 1335.
 Lago di Garda, 777.
 Lago d' Iseo, 805.
 Laholm, 1474.
 Laibach, 731.
 Lake Arresøe, 1325.
 ——— Avernus, 890.
 ——— Bienne, 1068.
 ——— Bolmen, 1440.
 ——— Boren, 1465.
 ——— Brenner, 1151.
 ——— Faemund, 1369.
 ——— Fousingsø, 1328.
 ——— Furesø, 1319.
 ——— Geneva, 1036.
 ——— George, 1557.

- Lake Huld, 1336.
 ——— Leman, 1037.
 ——— Lucerne, 1101.
 ——— Maggiore, 1105.
 ——— Mahopac, 1553.
 ——— Mälär, 1482.
 ——— Mjösen, 1352, 1368.
 ——— Saelbo, 1371.
 ——— Siljan, 1479.
 ——— Skerrideo, 1340.
 ——— Stor-Sjö, 1369.
 ——— of the Thousand Isles, 1566.
 ——— of Thunsee, 1177.
 ——— of Uri, 1102.
 ——— Wenern, 1463.
 ——— Wetteren, 1464.
 ——— Yasale, 950.
 Lakes of England, 252-259.
 ——— of Ireland, 48.
 Lampeter, 281.
 Lanark, 113.
 Lancaster, 251.
 Landau, 675.
 Landeck, 1159, 1166.
 Landegg, Castle of, 1160.
 Landen, 522.
 Landeron, 1008.
 Landro, 1172.
 Land's End, 271.
 Landshut, 272.
 Landskrona, 1471.
 Landsvaerk, 1405.
 Langaa, 1328, 1336.
 Langeland, Island of, 1318.
 Langesund, 1418.
 Langnan, 1107.
 Langon, 419.
 Langres, 479.
 Lannemezan, 428.
 Lapiro, Lake of, 1176.
 Lapps, the, 1371.
 Largs, 115.
 Larnaca, 981 2-5.
 Larne, 100.
 Las Caldas de Besaya, 1200.
 Las Casetas, 1276.
 Las Ventas de Alcolea, 1231.
 Lasswade, 171.
 Latakia, 981.
 Lathrop, 1571.
 Läuelfingen, 1069.
 Laurgaard, 1395, 1422, 1423.
 Laurvik, 1418.
 Lausanne: Hotels, 1039; Cathedral, Terrace,
 Museums, Blind Asylum, the Signal, Cem-
 etery, Excursions, 1040, 1041.
 Lausanne: Routes from, 1041.
 ——— to Arona on Lake Maggiore, over the
 Simplon, 745.
 ——— to Basle, 1070.
 ——— to Neuchâtel, 1067.
 ——— Route from London, 31; from Paris,
 38.
 Laval, 400.
 Laveno, 791.
 Lavin, 1126.
 Lavis, 1155.
 Laxa, 1461, 1470.
 Lebanon Springs, 1555.
 Lebesby, 1387.
 Lefos, 1376.
 Lekanger, 1415.
 Leksand, 1479.
 Le Locle, 1116.
 Le Mans, 399.
 Le Pont, 1116.
 Le Prese, 1128.
 Le Puy, 453.
 Lemington, 243; Kenilworth Castle, 244.
 Lebadea, 1000.
 Lebensberg, Castle of, 1168.
 Lebrija, 1240.
 Lebrilla, 1257.
 Lecce, 824.
 Leeds, 238.
 Leenane, 87.
 Leer, 603.
 Leeuwarden, 534 3-8.
 Lezhorn, 842.
 ——— to Rome, 842.
 ——— Route from London, 31; from Paris, 38.
 Leicester, 234.
 Leipzig, 619.
 ——— to Nuremberg, 629.
 ——— Route from London, 31; from Paris,
 39.
 Leisach, 1180.
 Leith, 157.
 Leixlip, 82.
 Leman, Lake, 1036.
 Lend, 1171, 1174.
 Lengdorf, 1171.
 Lengenfeld, 1182.
 Lenk, 1169.
 Leominster, 274.
 Leon, 1201.
 Leonardari, 1001.
 Lepanto, 998.
 Ler, 1372.
 Lercara, 899.
 Lerida, 1271.
 Lermoos, 1666.
 Lerup, 1332.
 Lervik, 1415, 1420.
 Les Contamines, 1051.
 Leuca, 825.
 Leuchars, 178.
 Lenk, 1073.
 Lenkerbad, 1074.
 ——— Route from Paris, 39.
 Levanger, 1389, 1391.
 Lewes, 227 1-3.
 Lewiston, 1566.
 Leyden, 532.
 Libourne, 412.
 Licata, 900.
 Lidköping, 1460.
 Liege, 515.
 ——— Route from Paris, 39.
 Lienz, 1180.
 Liestal, 1069.
 Liljeholmen, 1445.
 Lilla Edet, 1462.
 Lille, 499.
 Lille Elvedal, 1370.
 Lillebrog, Ruins of, 1346.
 Lillehammer, 1393.
 Lilleström, 1367.
 Limasol, 981 3-5.
 Limburg, 628.
 Limerick, 64.
 ——— Lace from Brussels, 64.
 Limoges, 444.
 Linares, 1231.
 Lincoln, England, 237.
 ——— United States, 1570.

- Lindau, 668.
 — to Augsburg and Würzburg, 667.
 Linköping, 1441.
 Linlithgow, 150.
 Linth Canal, 1117.
 Linththal, 1134.
 Liuz, 682, 726.
 Lion, the, of Lucerne, 1087.
 Lipari Islands, the, 902.
 Lisbon, 1284.
 — Route from London, 31; from Paris, 39.
 Lisburn, 95.
 Lisleux, 392.
 Lismore, 57.
 Lissadill, 88.
 Listad i Sondre Fron, 1394.
 Listowel, 65.
 Litternum, 890.
 Little Belt, 1317.
 Little Falls, 1564.
 Liverpool, 240; Birkenhead, 246.
 — to Lancaster, Penrith, and Carlisle, 250.
 — Route from London, 31; from Paris, 39.
 — Routes of Travel from, 241.
 Lizzana, Castle of, 1156.
 Llandoverly, 280.
 Llandudno, 249.
 Llangollen, 280.
 Löbau, 725.
 Locarno, 1105.
 Loch Ard, 142.
 — Corruisk, 182.
 — Dochfour, 125.
 — Earn, 146.
 — Etive, 117.
 — Fine, Scotland, 117.
 — Katrine, 134.
 — Leven, 121.
 — Linnbe, 121.
 — Lochy, 125.
 — Lomond, 134.
 — Menteith, 141.
 — Ness, 125.
 — Oich, 125.
 — Scavaig, 181.
 — Skene, 160.
 Loches, Castle of, 404.
 Lochs of Scotland, 106.
 Lockerby, 170.
 Lodi, 812.
 Lödingen, 1379, 1381, 1382.
 Lofer, 1171, 1176.
 Loffelhorn, the, 752.
 Loffoden Islands, Group of, 1351, 1381.
 Lofthus, 1421.
 Logrono, 1276.
 Lögstor, 1333.
 Loitsch, 751.
 Loja, 1250.
 Lom Church, 1422.
 London: Routes from, 183; Statistics, Dis-
 tricts, 184; Hotels, Lodgings, Restaurants,
 185; Sights, 186, 187; Tour around, 188;
 Hints to Travelers, 189; Parks, 190; Albert
 Monument, Hyde Park, 191; Squares, 193;
 Covent Garden Market, 194; the Monu-
 ment for the Great Fire, Westminster Ab-
 bey, 195; Monuments and Memorial Tab-
 lets, 196; the Houses of Parliament, 197;
 an Opening of Parliament, Westminster
 Hall, the Thames Embankment, St. Paul's
 Cathedral, 198; Temple Church, St. Bar-
 tholomew the Great, St. Saviour, St. Mary-
 le-Bow, St. Mary-le-Savoy, 199; St. James's,
 Piccadilly, St. Martin-in-the-Fields, St.
 Helen's, St. Giles's, St. George's, St. Ste-
 phen's, Spurgeon's, Tabernacle, Whitehall
 Chapel, the Tower of London, 200; the
 Horse Armory, the Jewel-house, the British
 Museum, 201; the National Picture-gallery,
 202; the South Kensington Museum, the
 National Portrait-gallery, the Royal Albert
 Hall of Arts, Soane's Museum, 203; East
 India Museum, Royal College of Surgeons,
 United Service Museum, Museum of Prac-
 tical Geology, Madame Tussaud's Wax-
 works, Buckingham Palace, 204; St. James's
 Palace, Whitehall, Marlborough House,
 Kensington Palace, Lambeth Palace, Aps-
 ley House, 205; Stafford House, Northum-
 berland House, Bridgewater House, Grosve-
 nor House, Devonshire House, Montague
 House, Norfolk House, Holland House,
 Manchester House, Robert Peel's House,
 Bank of England, Royal Exchange, 206;
 Mansion House, Guildhall, General Post-
 office, Custom-house, Somerset House, Bur-
 lington House, Hall of Science, Annual Ex-
 hibition of Pictures, 207; University of
 London, Royal Mint, Treasury Buildings,
 Horse Guards, Stock Exchange, Schools,
 Colleges, Learned Societies and Hospitals,
 the Foundling Hospital, 208; London
 Bridge, Southeastern Railway Bridge,
 Blackfriar's Bridge, London and Dover
 Bridge, Hungerford Bridge, Waterloo
 Bridge, Westminster Bridge, other Bridges,
 the Thames Tunnel, Thames Embank-
 ment, Holborn Viaduct, St. Catharine's
 Docks, London Docks, other Docks, St.
 Pancras Railway Station, Great Western
 Railway Station, 209; Victoria Station,
 Charing Cross Station, other Stations,
 Clubs of London, 210; London Markets,
 Theatres, 211; Cremorne Gardens, Kew
 Gardens, Music Halls, Derby Day, Ascot
 Day, 212; Alexandra Palace, 212-215; Royal
 Aquarium, Cemeteries, 215; Barclay and
 Perkins's Brewery, Tradesmen Recom-
 mended, 216; Sydenham Crystal Palace,
 186, 287.
 London—Excursions from: Windsor Castle,
 Richmond, 217; Hampton Court, Green-
 wich, Dulwich, 218.
 London: Route from Paris, 39.
 — Routes to All Parts of the World, 29-33.
 — to Bath, Bristol, and Clifton, 267.
 — to Bedford, Nottingham, etc., 234-236.
 — to Birmingham and Liverpool, 239-242,
 287.
 — to Brighton and Isle of Wight, 218-
 226.
 — to Christiania, via Christiansund, 1366.
 — to Ely, Norwich, Cambridge, Yar-
 mouth, etc., 230-232.
 — to Dover, via Chatham, 228.
 — to English Lake District, 252.
 — to Epsom, Tunbridge Wells, etc., 227,
 287.
 — to Folkestone and France, 227.
 — to Harwich and Holland, 230.
 — to Hastings, Chiselhurst, and Tun-
 bridge Wells, 226.
 — to Land's End, 267.
 — to Maidstone and Folkestone, 227.
 — to Oxford, Kenilworth, etc., 264.

- London to Paris, 228, 288, 294, 300.
 — to Ramsgate and Margate, 288.
 — to Rochester, Canterbury, Dover, 228.
 — to Scarborough, 234.
 — to Winchester and Southampton, 285.
 London, Canada, 1567.
 Londonderry, 89.
 — to Glasgow, 90, 100.
 — Route from London, 31; from Paris, 39.
 Lone, 1412.
 Longarone, 1173.
 Longeborgne, Hermitage of, 1058.
 Longford, 88.
 Longueville, 301.
 Longwy, 496.
 Loppen, 1384.
 Lorca, 1257.
 Loreto, 823.
 Lough Currane, 81.
 — Gur, 63.
 — Neagh, 94.
 Louisville, 1568.
 Lourdes, 431.
 Louth, 238.
 Louvain, 521.
 Lovero, 1163.
 Lowerz, 1097.
 Lowther Castle, 259.
 Lubeck, 596.
 Lucca, 825.
 — to Pisa, 825.
 Lucerne, 1086.
 — to Como, over the St. Gothard, 746.
 — Route from London, 31; from Paris, 39.
 Luchon, 424.
 — Excursions from, 426-428.
 Ludlow, 274.
 Ludvika, 1476.
 Ludwigslust, 595.
 Lueg, Ruins of, 1151.
 Lugano, 790, 1106.
 — to Luino, 790.
 Lago, 819, 1203.
 Luino, 790, 1105.
 — to Pallanza and Stresa, 790.
 Lukmanier Pass, 1133.
 Luleå, 1480.
 Lumphanan, 137.
 Lund, 1437, 1470.
 Lundby, 1341.
 Lundemo, 1372.
 Lunderskov, 1338.
 Luneburg, 641.
 Luneville, 492.
 Lungern, 1035.
 Lusingnan, 408.
 Lutry, 1041.
 Luxembourg, 494.
 Luz, 435.
 Lydda, or Lood, 956.
 Lyngby, 1319.
 Lyngen Fjord, 1384.
 Lyngholmen, 1420.
 Lyngseidet, 1383.
 Lynn Regis, 232.
 Lyo, Island of, 1345.
 Lyons: Hotels, Silk-loom, etc., 455 1-3-456.
 — to Geneva, 456.
 — to Strasburg, 492.
 — Route from London, 31; from Paris, 39.
 Lyse Fjord, the, 1419.
 Lyster Fjord, the, 1416.
 Lysthaus i Hitterdal, 1408.

M.

- Maabdeh, 937.
 Maalsnaes, 1379, 1383.
 Maaso, 1386.
 Mackinac, Island of, 1568.
 Macon, 467.
 Macroon, 54.
 Macugnaga, 1063, 1066.
 Madeira, Island of: Route from London, 31.
 Madrid: Hotels, 1210; Climate, 1211; Man-
 ners and Customs, 1212; Puerta del Sol,
 Prado, Royal Palace, Coach-house and Ar-
 mory, 1213; Naval Museum, Museum of
 Natural History, 1214; Library, Theatres,
 1215; Royal Picture-gallery, 1215-1220;
 Academy of San Fernando, 1220; Churches,
 Cemeteries, Hospitals, 1221; Government
 Buildings, Royal Carpet Manufactory, Pra-
 do, Casa del Campo, El Prado, 1222; the
 Escorial, 1223, 1224.
 Madrid to Toledo, 1225.
 — Route from London, 31; from Paris, 39.
 Madulein, 1125.
 Maestricht, 534 6-8.
 Magadino, 747, 1105.
 Magdeburg, 587.
 — to Berlin, 588.
 — to Brunswick, 588.
 — to Kreiensen, 592.
 — Route from Paris, 39.
 Magenta, 791.
 Maglehör, the, 1325.
 Magilligan, 95.
 Magland, 1046.
 Mahopac Lake, 1553.
 Maidstone, 227 2-3.
 Mainau, 1082.
 Mainland Island, 1348.
 Maintenon, 398.
 Mainz, or Mayence, 692.
 Malaga, 1249.
 — Route from London, 31; from Paris, 39.
 Malanger Fjord, the, 1383.
 Mälär Lake, 1482.
 Malcesine, 777.
 Mälén, 1392.
 Malestrom, the, 1351, 1382.
 Malines, or Mechlin, 512.
 — to Antwerp, 513.
 Mallow, 55, 59.
 Malmaison, 382.
 Malmanger, 1371.
 Malmö, 1436.
 Malmö, Island of, 1434.
 Maloja Pass, 1129.
 Mals, 748, 1161.
 Malta, 906-915.
 — to Alexandria, 915.
 — to Lania, 915.
 — Route from London, 31.
 Malvern, 266.
 Mammoth Cave (Kentucky), 1569.
 Manchester, 240.
 — Route from Paris, 39.
 Manfaloot, 937.
 Mangup, 1541.
 Mannheim, 697.
 Manresa, 1271. Mantagne, 241.
 Mantes, 387.
 Mantua, 805.
 — to Cremona, 806.
 — to Parma, 806.
 — to Reggio, 806.

- Mantua: Route from Paris, 39.
 Manzanares, 1230, 1277.
 Mar Saba, 969.
 Marathon, 995.
 Marburg, 625, 730, 759.
 Marche, 518.
 Marcilla, 1276.
 Marengo, 797.
 Margate, 288.
 Margaux, 415.
 Mariager, 1329.
 Mariho, 1342.
 Mariefred, 1450.
 Marienbad, 725: Route from Paris, 39.
 Marienburg, 606.
 Marienlyst, 1321.
 Mariestad, 1461.
 Marijjaeren, 1416.
 Maristuen i Laerdal, 1402.
 Marlborough, 267.
 Marly, 1520.
 Marsala, 900.
 Marsailles: Hotels, History, Steamers, 471-473.
 ——— Route from London, 31; from Paris, 39.
 Marslev, 1314.
 Martigny, 1055.
 ——— Route from Paris, 39.
 Martinswand, 1158.
 Martorel, 1266.
 Martres, 423.
 Maryborough, 68.
 Masnedund, 1342.
 Massa, 809.
 Matarengi, 1391.
 Matlock, 246.
 Matrey, 1150.
 Matt, 1131.
 Matterhorn, the, 1060, 1062.
 Maubenge, 497.
 Mauchline, 127, 166.
 Maukhalid, 981.
 Mayence, or Mainz, 692.
 ——— Route from London, 31; from Paris, 39.
 Mayenfeld, 1119.
 Maynooth, 82.
 Mazzara, 900.
 Meaux, 480.
 Mechlin, or Malines, 512.
 ——— Route from Paris, 39.
 Medembliik, 534 3-S.
 Medinaceli, 1274.
 Medina del Campo, 1208.
 Medina de Rio Seco, 1208.
 Medina-Sidonia, 1244.
 Medoc, 413-415.
 Megara, 998.
 Megaspellon, 998.
 Meilen, 1117.
 Meillerie, 1044.
 Meiningen, 624.
 Meiringen, 1091.
 Meissen, 619.
 Mejdal, 975.
 Melbourne, Routes to, 1574.
 Meli, 893.
 Melhus, 1372.
 Melleck, 1176.
 Mellerud, 1434.
 Melrose, 159.
 Mélan, 741.
 Mem, 1466.
 Menaggio, 789.
 Mengabrit, 1278.
 Menjeba, 1231.
 Mentone, 476.
 ——— Route from Paris, 39.
 Meppel, 534 4-S.
 Meran, 1167, 1177.
 Merida, 1278.
 Merok, 1430.
 Mersina, or Mersa, 981.
 Merthyr Tydvil, 277.
 ——— to Brecon and Hay, 276.
 Messina, 903.
 ——— to Athens, 906.
 ——— to Malta, Constantinople, and Alexandria, 906.
 Messina to Syracuse, 904.
 ——— Route from Paris, 39.
 ——— Routes by Steamers from, 904.
 Metz, 676.
 Meung, 403.
 Mézières, 495.
 Middelfahrt, 1313.
 Middelburg, 526.
 Miedero, 1183.
 Milan: Hotels, Palaces, Churches, etc., 780-786.
 ——— to Florence, 787, 812.
 ——— to Genoa, 803.
 ——— to Lake Como, 787.
 ——— to Paris, 786.
 ——— to Turin, 791.
 ——— to Venice, 787.
 ——— Route from London, 31; from Paris, 39.
 Mileto, 893.
 Millport, 115.
 Mills, 1159.
 Milwaukee, 1563.
 Munde, 1368.
 Minden, 579.
 ——— from Hanover, 579.
 ——— Route from Paris, 39.
 Minyeh, 936.
 Mirabeau, 469.
 Miraflores, 1198.
 Miranda de Ebro, 1196.
 Miseno, 890.
 Missolonghi, 998.
 ——— to Athens, 998.
 Mistra, 1001.
 Mitchellstown, 58.
 Mittelberg, 1184.
 Mittelhorn, the, 1091.
 Mittenberg, the, 1119.
 Mitterbad, 1168.
 Mittersil, 1171, 1174.
 Mittewald, 749, 1151.
 Mittewald on the Drave, 1180.
 Mjölby, 1441, 1475.
 Mjösen Lake, 1352, 1368.
 Mjösstrand, 1409.
 Mo, 1380.
 Modane, 477.
 ——— Route from Paris, 39.
 Modena, 814.
 ——— Route from London, 32; from Paris, 39.
 Modica, 901.
 Modon, 1001.
 Moelen, 1383.
 Moen, 1394, 1409.
 Moerdijk, 528.
 Moffat, 170.
 Mogen, 1409.
 Moheda, 1440.

- Moissac, 420.
 Molde, 1398, 1431.
 Moldestad, 1430.
 Moleson, the, 1108.
 Molins, 1122.
 Mölmen, 1397.
 Mombegno, 749.
 Monaco, 476.
 — Route from Paris, 39.
 Money—Kind to Carry, xv.
 Monistrol, 1271.
 Monmouth, 274.
 Monreale, 598.
 Mons, 523.
 Monserrat, 1269.
 Montargis, 449.
 Montauban, 420.
 Montbard, 458, 741.
 Montbéliard, 493.
 Mont Blanc, Ascent of, 1049.
 — Cenis Tunnel, 744.
 — Doré, 452.
 — St. Michel, 395.
 — Tendre, 1116.
 — Torrenthorn, 1074.
 — Velan, 1056.
 Montboyon, 1110.
 Monte Pulciano, 844.
 — Rosa, 1063.
 — Sissone, 1129.
 Monteleone, 892.
 Montélimar, 468.
 Montereau, 457, 741.
 Montevanchi, 839.
 Montferrand, 415.
 Montgomery, 128.
 Montijo, 1278.
 Montilla, 1248.
 Montmédy, 496.
 Montmélian, 477, 744.
 Montmorenci, Falls of, 1559.
 Montmorency, 390.
 Montpellier, 447.
 — Route from Paris, 39.
 Montplaisir, 1520.
 Montreal, 1557.
 Montreux, 745, 1043.
 Montreux-Territet, 1043.
 — Route from Paris, 39.
 Montrose, 180.
 Monzon, 1272.
 Monzos, 1199.
 Moos, 1182.
 Morat, 1071.
 Morbegno, 1129, 1164.
 Moreton, 265.
 Morgarten, Battle of, 1130.
 Morges, 1039.
 Mörköf Falls, 1416.
 Mörkov, 1340.
 Morlaix, 400.
 Morocco, 1246.
 Morsö, Island of, 1333.
 Moscow: Hotels, the Kremlin, etc., 1523-1532.
 — Route from London, 32; from Paris, 39.
 — Route to Odessa, 1534.
 — to Nijni Novgorod, 1533.
 Moses, the Fountain of, 945.
 Moss, 1417.
 Motala, 1464, 1475.
 Motril, 1257.
 Mottet, 1052.
 Moulins, 449.
 Mount Carmel, 580.
 — Etna, 906.
 — Harry, 227-1-3.
 — Hecla, 1349.
 — Horeb, 947.
 — Parnassus, 999.
 — Tabor, 974.
 — Vesuvius, 884.
 — Washington, 1560.
 Muda, 1179.
 Mühlbach, 1179.
 Mühlhausen, 680.
 Mühlheim, 673.
 Mullhouse, 480.
 Mullingar, 82.
 Munich: Hotels, Public Buildings, etc., 642-662.
 — to Angsburg, 663.
 — to Frankfort, 666.
 — to Innspruck, 1174.
 — to Lindau, 668.
 — to Paris, 663.
 — Route from London, 32; from Paris, 39.
 Munkholm, Fortress of, 1389.
 Munnoth, Castle of, 718.
 Münster, 614.
 Muniokosi, Falls of, 1391.
 Muotathal, 1131.
 Muradn Saeter, 1424.
 Murat, 454.
 Murcia, 1257.
 Murren, 1090.
 Murviedro, 1263.
 Murzschlag, 750.
 Mustad, 1400.
 Mutterberger Alp, 1184.
 Mycenæ, 996.

N.

 Nablous, 972.
 Naes, 1404, 1427.
 Nago, 1176.
 Nab ed-Damour, 979.
 Nakkeboved, 1322.
 Nakskov, 1343.
 Nansen Fjord, the, 1379.
 Namsos, 1379, 1388, 1389.
 Namur, 515.
 — Route from Paris, 39.
 Nancy, 491.
 Nant Borant, 1052.
 Nantes, 401, 405.
 — Route from Paris, 39.
 Naples: Hotels, Cabs, 875; History, Fortifications, 876; Churches, the Duomo, Basilica of Santa Restituta, Cappella del Tesoro, the Liquefaction, Santa Maria della Pietra di Sangri, 877; Christmas, Cemeteries, Palaces, Libraries, 878; Museo Nazionale, 879-881; Villa Nazionale, Aquarium, Zoological Station, Observatory, University, Catacombs, Theatres, English Church, etc., 881; Excursions in the Environs, 882-890.
 — to Cairo, 891.
 — to Foggia, 875.
 — to Messina, 891.
 — to Palermo, 891, 894.
 — to Paris, 891.
 — to Salerno, 882, 891.
 — to Taranto, 893.
 — Route from London, 32; from Paris, 39.

- Narbonne, 422.
 ——— to Perpignan, Spain, 423.
 Narni, 841.
 Nassau, 695.
 Nassereit, 1166.
 Nässjö, 1441, 1474.
 Naters, 1113.
 Naturns, 1167.
 Naclares de la Oca, 1196.
 Nauders, 748, 1160.
 Naumburg, 621.
 Nauplia, 996.
 Navan, 97.
 Navarin, 1001.
 Nazareth, 973.
 Nedre Vasenden, 1429.
 Nemours, 448.
 Nervi, 808.
 Nestlau, 1133.
 Nestved, 1341.
 Netherlands, or Holland, 524-534 7-8.
 Neuenahr, 685.
 Neueneck, 1072.
 Neufchâtel, 1067.
 ——— Route from Paris, 39.
 Neuhausen, 1079.
 Neuilly, 385.
 Neunkirchen, 676.
 Neumagen, 686.
 Neumarkt, 1155.
 Neu Schwanstein, Castle of, 1167.
 Neustadt, 750.
 Neustift, 749, 1152, 1183.
 Neuveville, 1068.
 Neuwied, 683.
 Nevers, 449.
 New Cross, 227.
 New Haven, United States, 1564.
 New Ross, 77.
 New York, City of, 1547.
 Newark, 233.
 Newburgh, 1554.
 Newcastle, Ireland, 96.
 Newcastle-upon-Tyne, 239.
 Newliston, 151.
 Newmarket, 233.
 Newport, United States, 1563.
 ——— Wales, 275.
 Newry, 95.
 Newstead Abbey, 236.
 Newton-Stewart, 175.
 Newtown-Stewart, 91.
 Nexö, 1346.
 Niagara Falls, 1564.
 Nibe, 1332.
 Nicastro, 892.
 Nice: Hotels, Climate, Waters, 474, 475; to
 Monaco, Stores, Excursions, 475.
 ——— Route from London, 32; from Paris,
 39.
 Nicolsdorf, 1180.
 Nicosia, 981 2-5.
 Niederbronn, 676.
 Niederndorf, 1172, 1180.
 Niedernsill, 1171.
 Niesen, Ascent of the, 1075.
 Nijmegen, 534 7-8.
 Nile, River, 917.
 Nimes, 447.
 ——— Excursions from, 448.
 ——— Route from Paris, 39.
 Niort, 408.
 Nissum Bredning, 1333.
 Nogent-le-Rotrou, 399.
 Noli, 743.
 Nord Fjord, the, 1430.
 Nordhausen, 618.
 Nordkjos, 1333.
 Nordskov, the, 1325.
 Norheimsund, 1420.
 Norre Aslev, 1342.
 Norrköping, 1442.
 Norsholm, 1466.
 North Cape, the, 1386.
 Northland, the, 1377.
 Norway, 1350-1485.
 Norwich, 231.
 Nottingham, 236.
 Novara, 791, 797.
 ——— to Gozzano, 792.
 ——— Route from Paris, 39.
 Novi, 799.
 Noyon, 497.
 Nubia, 943.
 Nules, 1264.
 Nuremberg: Hotels, Painters and Sculptors,
 Churches, etc., 643-645.
 Nuremberg to Paris, 645.
 ——— to Prague, 645.
 ——— to Ratisbon, 645.
 ——— to Vienna, 645.
 ——— Route from Paris, 40.
 Nyack, 1553.
 Nyboda Tunnel, the, 1445.
 Nyborg, 1388.
 Nygaardsbræ, the, 1417.
 Nykirke, 1346.
 Nykjöbing, 1333, 1342.
 Nyköping, 1444.
 Nyland, 1409.
 Nyon, 1038.
 Nysö, 1344.
 Nystuen, 1401.

O.

- Oakhill, 1555.
 Oakland, 1571.
 Oasis, Arabian Desert, 949.
 Oban, 117.
 ——— to Loch Scavaig and Cooliu Hills, 151.
 ——— to Staffa and Iona, 117.
 Oberau, 1151.
 Oberdrauborg, 1180.
 Obergestelen, 1114.
 Oberhausen, 580.
 ——— to Amsterdam, 580.
 ——— to Emmerich, 580.
 ——— to Rotterdam, 580.
 ——— Route from Paris, 40.
 Oberhofen, 1075.
 Oberlahnstein, 687.
 Ober Miemingen, 1166.
 Ober Pinzwang, 1166.
 Oberried, 1125.
 Oberwald, 1114.
 Oberwesel, 688.
 Oblades, Baths of, 1160.
 Obsteig, 1166.
 Ockenfels, Castle of, 682.
 Odde, 1410, 1421.
 Odense, 1313, 1344.
 ——— to Svendborg, 1344.
 Oderberg, 614.
 Odessa, 989.
 Odiham, 282.
 Odiushoi, 1322.

- Odnaes, 1400.
 Oeschinen-Thal, 1074.
 Oetz, 1182.
 Oetzthal, 1181.
 Offenbach, 628.
 Ofsten Fjord, the, 1332.
 Ogden, 1570.
 Ogdensburg, 1566.
 Oilo, 1401.
 Oks Fjord, 1384.
 Oland, 1332.
 Oldcastle, 98.
 Oldenburg, 602.
 Olderen, 1430.
 Olesa, 1271.
 Olite, 1276.
 Oliva, 605.
 Olivone, 1133.
 Olsker, 1347.
 Ölst, 1323.
 Olten, 1069.
 — to Basle, 1069.
 — Route from Paris, 40.
 Olympia, 1001.
 Om Bejdah, 949.
 Omagh, 91.
 Omaha, 1570.
 Omberg Mountain, 1464.
 Oneglia, 742.
 Ontonagon, 1568.
 Opistale, 1172.
 Oporto, 1290.
 — Route from Paris, 40.
 Orange, 468, 742.
 Oranienbaum, 1520.
 Orbyhus, 1478.
 Orduna, 1196.
 Örebro, 1475.
 Orehoved, 1342.
 Orel, 1535.
 Orense, 1205.
 Oresund, 1318.
 Orkney Islands, 1348.
 Orleans, 402.
 Ormeim i Gryten, 1397.
 Ormö, Island of, 1434.
 Ormonts, 1111.
 Ornavasso, 746.
 Orsa, 1479.
 Orsière, 1056.
 Örstenvig, 1431.
 Orte, 841.
 Ortenburg, Ruins of, 1181.
 Orthez, 442.
 Ortler Spitz, 1160, 1162.
 Orvieto, 845.
 Os, 1370.
 Oscarshamn, 1482.
 Oslö, 1367.
 Ossun, 431.
 Ostend, 521.
 — Route from London, 32; from Paris, 40.
 Östensö, 1421.
 Öster Risöer, 1418.
 Öster Svenstrup, 1331.
 Österlars Kirke, 1347.
 Östersund, 1480.
 Ostia, 869.
 Oswestry, 278.
 Otanida, 1200.
 Otranto, 825.
 Ottawa, 1666.
 Onchy, 1039.
 — Route from Paris, 40.
 Oudenarde, 522.
 Oughterard, 83.
 Ousby, 1440.
 Oviedo, 1202.
 Öxeby, 1332.
 Öxelösund, 1444.
 Oxford: Hotels, Colleges, "Great Tom,"
 Names of Colleges in the University, the
 Bodleian Library, the Museum, Excursions,
 etc., 242, 243.
 Oxford: Route from Paris, 40.
 Ozouer-le-Ferrière, 479.
- P.
- Padron, 1205.
 Padua: Hotels, Duomo, Churches, etc., 770-
 772.
 — to Bologna, 807.
 — to Vicenza, 772.
 — Route from Paris, 40.
 Padula, 892.
 Pæstum, 883.
 Paisley, 126.
 Palace of Drottningholm, 1483.
 Palætyrus, 980.
 Palamede, Fortress of, 996.
 Palazzo Ghilino, 797.
 Palazzuolo, 901.
 Palencia, 1199.
 Palermo, 896.
 — to Girgenti, 899.
 — to Messina, 902.
 — to Trapani, 900.
 — Route from London, 32; from Paris, 40.
 Palestine and Syria, 953-982.
 Palestrina, 868.
 Pallanza, 790, 1106.
 Pamplona, 1276.
 — Route from Paris, 40.
 Paphos, 981-3-5.
 Paracuellos de la Ribera, 1274.
 Paradisbakkene, 1348.
 Paredes de Nava, 1201.
 Paris: Approach from Ronen, 301; the Oc-
 troi, Carriages, Hotels, 302; Apartments,
 Boarding-houses, 304; Restaurants and
 Cafes, Carriages and Omnibuses, 305; His-
 tory of Paris, 306; the War with Germany,
 307, 308; Diary of the War, the Thiers
 Government, the Commune and the Govern-
 ment, 308-318; Legion of Honor, Army,
 Fortifications, 318; Courts, Tribunals, and
 Civil Administration, 319; Mayors, Police,
 Prisons, and Correctional Establishments,
 320; Children of Americans born in France,
 Deaths of Americans in France, Tour of
 Paris for Fifteen Days, 321; Tour of
 Paris for Eight Days, for Two Days, for
 One Day, 322; Days and Hours when Mu-
 seums, Monuments, and Libraries can be
 Visited, 323; Theatres, New Opera-house,
 etc., 324-328; Concerts, Public Balls, Café
 Glacier, 328, 329; Bals Masqués, Jardins des
 Fleurs, Steamboats, Railways, Bureaux, 329;
 the Boulevards, 330, 331; the New Boule-
 vards, 332, 333; the Quays, 334; the Bridges,
 335, 336; Places, Statues, Fountains, Col-
 onne de Juillet, Place de la Bourse, Place
 Carrusel, Place du Château d'Eau, Place
 du Châtelet, 337; Place de la Concorde of

- Louis XV., Obelisk of Luxor, Place Dauphine, Arc de Triomphe de l'Étoile, 338; Place de Grève, Place Louvois or Richelieu, Place du Palais Bourbon, Panthéon, Place Royal or des Vosges, Place du Prince Eugène, Place Vendôme, 339; Colonne Vendôme, Place du Trône, Place des Victoires, Porte St. Denis, Porte St. Martin, Statue of Ney, of Henry IV., Fontaines de l'Arbre Sec, de la Rue de Grenelle, des Innocents, Molière, Garden of the Tuileries, 340; Garden of the Luxembourg, Champs Elysées, Rond Point, Arc de l'Étoile, Bois de Boulogne, Avenue du B. de Boulogne, Porte Dauphine, 341; Hippodrome de Longchamps, Cascade Longchamps, Allée Longchamps, Théâtre des Fleurs, Croix Catelan, 342; Churches, Chapel of St. Ferdinand, Cathedral of Notre Dame, 343; Church of St. Roch, the Madeleine, 344; Notre Dame de Lorette, Church of St. Eustache, Church of St. Germain l'Auxerrois, Church of St. Sulpice, 345; Church du Val du Grâce and Hôpital Militaire, Church of St. Étienne du Mont, Church of Vincent de Paul, 346; Notre Dame des Victoires, Saint Chapelle, American Chapel, 347; Palaces of the Tuileries and Louvre, 347, 348; the old Louvre, Colonnade du Louvre, Tower of the Louvre, Palais de l'Élysée Napoléon, 349; Palais Royal, Palais du Luxembourg, 350; Palace of the Legislative Body, 351; Palais de l'Industrie, Palais du Quai d'Orsay, Palais de la Légion d'Honneur, Palais de l'Institut, 352; Hôtel des Etrangères, the Institut, Hôtel de Ville, Banque de France, the Bourse or Exchange, 353; Mint, Imperial Carpet Manufactory, 354; Government Printing-office, Government Porcelain Manufactory, Government Tobacco Factory, General Post-office, Plate-glass Warehouse, the Panthéon, 355; Hôtel Pompéien, the former Mansion of Prince Napoleon, Maison de François I., Maison de Corneille, Maison de Racine, Sports, Races, 356; Jockey Club, Hippodrome de Longchamps, 357; Museums, Art Galleries, 357-365; Museum of the Louvre, Museum of Paintings, Drawings, Sculpture, etc., 357-364; Expiatory Chapel, Hôtel de Cluny, Palais des Thermes, Private Collections, etc., 365; Educational Establishments, the Sorbonne, Palais and École des Beaux Arts, 366; Bibliothèque Impériale, Jardin des Plantes, 367; the Menagerie, Museum of Natural History, Conservatoire des Arts, 368; Hospitals, Almshouses, 369; Mont de Piété, Crèches, Hôtel des Invalides, 370; École Militaire, 371; Military Hospitals, Markets, Tattersall's, Abattoirs, Artesian Wells, 372; Canal de l'Ourcq, Sewers, Catacombs, Cemeteries, 373; Tradesmen Recommended, 374; Bankers, Physicians, and Lawyers, 376, 377; Restaurants, General Advice to Travelers, etc., 376, 377; Exposition, 377.
- Paris to Calais, Route No. 110, 296.
 — to Dieppe, Route No. 111, 356.
 — to Havre, Route No. 112, 390.
 — to Cherbourg, Route No. 113, 392.
 — to Brest, Route No. 114, 397.
 — to Copenhagen, Route No. 115, 1297.
 — to Nantes, Route No. 115, 401.
 — to La Rochelle, Route No. 116, 407.
 — to Poitiers, Route No. 117, 409.
 Paris to Bordeaux, Route No. 118, 419.
 — to Bayonne, Route No. 119, 423.
 — to Orleans, Route No. 120, 443.
 — to Narbonne, Route No. 121, 446.
 — to Nîmes, Route No. 122, 450.
 — to Lyons, Route No. 123, 454.
 — to Nice, Route No. 124, 457.
 — to Geneva, Route No. 125, 476.
 — to Geneva, *via* Dijon, 1029.
 — to Dijon, Route No. 126, 478.
 — to Basle, Route No. 127, 478.
 — to Basle, *via* Belfort, 1029.
 — to Strasburg, Route No. 128, 480.
 — to Lyons, Route No. 129, 492.
 — to Luxembourg, Route No. 130, 493.
 — to Thionville, Route No. 131, 494.
 — to Cologne, Route No. 132, 496.
 — to Brussels, Route No. 133, 498.
 — to Berne, *via* Dijon, 1029.
 — to Genoa, 741.
 — to St. Petersburg, 1490.
 — to Turin, 743.
 — to Vichy, 741.
 — Route from London, 32.
 — Routes from, to all parts of the world, 34-42.
- Parma: History, the Ducal Palace, Farnese Theatre, Museum, 813; Churches, Palazzo del Giordano, the Stradone, 814.
 Parma to Reggio, 814.
 — Route from London, 32; from Paris, 40.
- Parpan, 1122.
 Passage per Steamships, xviii-xx.
 Passau, 727.
 Passerthal, 1151.
 Passports — Regulations regarding United States, xv *et seq.*
 Pastarena, 1066.
 Paternion, 1181.
 Patmos, 983.
 Patras, 898.
 Patscher Kofel, 1150.
 Patterdale, 259.
 Patti, 903.
 Pau, 438.
 — Excursions from: Rides on the Hills of Jurançon, 439.
 — Route from London, 32; from Paris, 40.
- Pauillac, Château Lafitte, 416.
 Pavia, 803.
 — to Valenza, 804.
- Pedraera, 1248.
 Peebles, 171.
 Peekskill, 1553.
 Pegli Station, 742.
 Pembroke, 276.
 — Route from Paris, 40.
- Penge, 227.
 Peninsular and Oriental Steam Navigation Routes, 1573.
 Penistone, 263.
 Penrith, 251.
 Penzance, 271.
 Perarolo, 1173.
 Peri, 750, 1156.
 Pérignoux, 445.
 Péronne, 498.
 Perpignan, 423.
 — Route from Paris, 40.
- Perth, 133.
 Perugia, 839.

- Pesaro**, 821.
Pescara, 823.
Peschiera, 777, 1176.
Pesth, 735.
 — to Pragerhof, 739.
 — Route from London, 32; from Paris, 40.
Peterborough, 233.
Peterhof Palace, 1520.
Petersburg, United States, 1578.
Petra, 948.
Petworth, 227 1-3.
Pentelstein, Castle of, 1172.
Pfäfers, Baths of, 1118.
 — Route from Paris, 40.
Pfersch, 1151.
Pfierschthal, 1151.
Pfunds, 1160.
Pfyn, Forest of, 745, 1113.
Philadelphia, 1575.
Phila., 943.
Piacenza, 812.
 — to Parma, 813.
Picolein, 1179.
Pidhavoro, 996.
Piermont, 1553.
Pierre à Bot, or Toad-Stone, 1065.
Pierrefonds, 497.
Pietra Santa, 809.
Pilatka, 1579.
Pilatus, Mont, 1099.
Piræus, 990.
 — to Corinth, 995.
Pisa: Hotels, Cathedral, 809; the High Altar, Tombs, Baptistery, Leaning Tower, 810; Santa Santo, Church of Santa Caterina, Santa Maria della Spina, University, Botanical Garden, Museo di Storia Naturale, Accademia delle Belle Arti, Palazzo Lanfranchi, the Residence of Lord Byron, Countess Guiccioli, 811; Piazza dei Cavalieri, Baths, San Pietro in Grado, Certosa, Cascine, 812.
Pisa to Florence, 812, 825.
 — to Leghorn, 812.
 — to Rome, 812.
 — Route from Paris, 40.
Pissouri, 981 4-5.
Pistoia, 818.
 — to Florence, 818.
Pitzthal, the, 1184.
Piz Alun, 1119.
 — Bernina, 1127.
 — Chiampatsch, 1126.
 — Corvatsch, 1123.
 — Griatschouls, 1126.
 — Languard, 1127.
 — Mezdi, 1126.
 — Morteratsch, 1127.
 — Mundann, 1132.
 — Murailg, 1127.
 — Nair, 1123.
 — Pisoc, 1126.
 — Roseg, 1127.
 — Rusein, or Tödi, 1134.
 — Sol, 1119.
Plangeros, 1184.
Plattenberg, 1170.
Plan, 1179.
Plauterkill Clove, 1555.
Plombières, 492.
Plurs, 1129.
Plymouth, England, 272.
Plymouth, United States, 1561.
Poissy, 387.
Poitiers, 407.
 — Route from Paris, 40.
Poix, 518.
Polgate Junction, 227.
Poltava, 1535.
Pombal, 1289.
Pompeii, 886.
Ponale, Falls of, 777.
Pont St. Martin, 796.
Pontarlier, 478.
Ponte, 1125.
Ponte de Sor, 1279.
Pontevedra, 1205.
Pontresina, 1126.
Pontypool, 250.
Poole, 286.
Pooley Bridge, 259.
Pools of Solomon, 968.
Poperinghe, 523.
Population of Cities in United States, 1545.
Poretta, 818.
Porlezza, 1107.
Porphyry Gorges, the, 1153.
Porsanger Fjord, 1387.
Port Glasgow, 114.
Portadown, 95.
Portalegre, 1279.
Porto Maurizio, 742.
Portpatrick, 175.
Portree, 129.
Portrush, 98.
Portsmouth, 221.
Portugal, 1280-1292.
Portugalete, 1197.
Portumna, 80.
Poschiavo, 1128.
Posen, 608.
Potenza, 893.
Potsdam, 573.
Ponghkeepsie, 1554.
Pozazel, 1200.
Praa, 748.
Prad, 1128, 1161.
Praesto, 1344.
Prague: Hotels, Altstadt, St. John Nepomuk, 720; Hradschin, Laurenziberg, Cathedral, Relics, Chapel of St. John Nepomuk, Carolinum, Thein-Kirche, Rathhaus, 721; John of Luxembourg, Museum, John Huss, Acropolis, Queen Libnessa, Czernin Palace, 722; Wallenstein's Palace, Places of Resort, Manufactures, Monuments, 722, 723.
Prague to Vienna, 723.
 — Route from London, 32; from Paris, 40.
Preromanz, 1179.
Presburg, 734.
 — Route from Paris, 40.
Prescott, Canada, 1566.
Preston, 251.
Prestonpans, 163.
Prinzensbosch, 534 2-8.
Pröaß, 1381.
Procida, Isle of, 891.
Providence, 1563.
Prutz, 1160, 1184.
Puerto de Santa Maria, 1242.
Puertollano, 1277.
Purmerend, 534 3-8.
Purbus, 600.
Pylos, 1002.

- Q.
- Quebec, 1558.
 Queenstown, 50.
 Quin, 78.
 Quintanilla, 1200.
 Quintos, 1288.
 Qvestgaard, 1321.
 Qvidinge, 1472.
- R.
- Raade, 1434.
 Racconigi, 796.
 Ragatz, 1118.
 ——— Route from Paris, 40.
 Raghly, 88.
 Ragusa, 901.
 Rambouillet, 398.
 Ramleh, 957.
 Ramlösa, 1472.
 Ramuäs, 1477.
 Ramsgate, 288.
 ——— Route from Paris, 40.
 Ramsö, 1379.
 Ranault, 1183.
 Randers, 1328.
 Randklöveskaaret, 1347.
 Randsfjord, 1427.
 Ranft, 1055.
 Rapperschwyl, 1117.
 Ras en Nakourah, 950.
 Raspenstein, Ruins of, 1151.
 Rathdrum, 75.
 Rathhaus, 600.
 Rathlin Island, 99.
 Ratisbon: Hotels, the Dome or Cathedral of St. Peter, 630; the Rathhaus, the Scotch Benedictine Church, the Walhalla, or Temple of Fame, 631.
 Ratisbon: Route from Paris, 40.
 Rattenberg, 1145.
 Raus, 1471.
 Ravello, 884.
 Ravenna, 819.
 ——— to Faenza, etc., 820.
 Ravensburg, 668.
 Rawyl, Summit of the, 1109.
 Reading, 242.
 Redondela, 1205.
 Reggio, 893.
 Rehines, 580.
 Reichenau, 746.
 Reichenbach, 724, 1120.
 Reichenhall, 730, 1177.
 Reien i Slidre, 1401.
 Reigate, 227 1-3.
 Reim, 1376.
 Reine, 1382.
 Reinosä, 1200.
 Reitan, 1371.
 Remagen, 682.
 Rena, 1369, 1371, 1426.
 Renfrew, 114.
 Rennes, 400.
 Renö, Island of, 1387.
 Reno, United States, 1570.
 Repraag, 1387.
 Reschen-Scheideck, Pass of, 1160.
 Reus, 1265.
 Reutlingen, 669.
 Reutte, 1166.
 Reykjavik, 1348.
 Rheims, 495.
 ——— Route from Paris, 40.
- Rheineck, Castle of, 682.
 Rheinfelden, 1079.
 Rheingau, 689.
 Rheinstein, Castle of, 689.
 Rhine: Route from London to the, 32; from Paris, 40.
 Rhinebeck, 1554.
 Rhoda, 926, 937.
 Rhodes, 981 4-5.
 ——— to Smyrna, 981 4-5.
 Rhone Glacier, the, 1094.
 Rhuabon, 278.
 Rhyl, 248.
 Ribe, 1338.
 Richmond, Surrey, England, 217.
 ——— United States, 1578.
 Richterswyl, 1117.
 Ricla, 1274.
 Riddarholmen, 1445.
 Ried, 748, 1160.
 Riffelberg, 1061.
 Riga: Route from Paris, 40.
 Rigi, the, 1098.
 Riise, 1430.
 Rimini, 821.
 ——— to Ancona, 821.
 ——— to Brindisi, 821.
 Ringadn Saeter, 1425.
 Ringkjöbing, 1337.
 Ringsaker, 1393.
 Ringsted, 1314.
 Rio Frio, 1224.
 Riom, 451.
 Ripalta, 823.
 Ripon, 238.
 Rise, 1396.
 Rispebjerg, 1348.
 Riva, 988.
 Rjukan, Falls of the, 1408.
 Rjukanfos, the, 1408.
 Roanne, 454.
 Rochefort (sur Mer), 411.
 ——— Route from Paris, 40.
 Rochester, England, 228.
 ——— United States, 1564.
 Rockland Lake, 1553.
 Rocky Mountains, the, 1570.
 Rödhjerg, 1376, 1379.
 Rodbye, 1343.
 Rodersberg, Crater of, 682.
 Rodesund, 1464.
 Rödö, 1381.
 Rödshelm, 1422.
 Rödssund, the, 1379.
 Roermond, 534 6-8.
 Rogers's Slide, 1557.
 Roeskilde, 1314.
 Rohrerbüchel, 1174.
 Røken, 1405.
 Rokkestun Stone, 1346.
 Rolfsöhamn, 1386.
 Rolle, 1038.
 Romainmotier, 1116.
 Romanshorn, 1100.
 ——— Route from Paris, 40.
 Rome: Hotels, Apartments, Cafés, Cabs, 846; Days for Visiting the Sights, 847; Origin and History of the City, 848; Walls, Gates, Bridges, 849; Forum Romanum, Temple of Concord, Temple of Vespasian, Temple of Saturn, Arch of Septimius Severus, Column of Phocas, Via Sacra, Basilica of Julia, Recortasis, Temple of Romulus, Arch of

- Janns Quadrifrons, Cloaca Maxima, Temple of Vesta, Temple of Ceres and Proserpine, Temple of Fortuna Virilis, House of Rienzi, Excavations at the Palace of the Cæsars, House of Augustus, Circus Maximus, Baths of Caracalla, 850; Arch of Constantine, Meta Sudans, Temple of Venus and Rome, Basilica of Constantine, Colosseum, Baths of Titus, 851; Temple of Remus, Tomb of Bibulus, Capitol, Dying Gladiator, etc., 852; Reserved Cabinet, Venus of the Capitol, Statue of Marcus Aurelius, Tarpeian Rock, Forum Trajanum, Forum of Pallas, Pantheon, Temple of Neptune, 853; Theatres, Baths of Diocletian, Tomb of Hadrian (now the Castle of St. Angelo), 854; Tomb of the Scipios, Columbaria, Piazzas, Churches, St. Peter's, 855; Monuments, Ascent of the Dome, Subterranean Church, 856; Ceremonies in St. Peter's, Lateran Basilica, Table on which the Last Supper was Eaten, Scala Santa, Santa Maria Maggiore, 857; Chapel of the Holy Sacrament, Pauline Chapel, St. Paul without the Walls, Basilica of St. Lorenzo, St. Agnes, Basilica of the SS. Apostoli, 858; other Churches, 859; Vatican, Immense Number of Rooms, Scala Regia, Sistine Chapel, Michael Angelo's Frescoes, Loges of Raphael, Stanze of Raphael, 860; Picture-gallery, Raphael's Transfiguration, 861; Domenichino's Masterpiece, the Communion of St. Jerome, Museum, Library, 862; Corridor of Inscriptions, Museo Chiaramonti, Braccio Nuovo, Statues and Busts, Fann of Praxiteles, Rotunda, Court of Belvidere, 863; the Laocoon, Apollo Belvidere, Hall of Animals, Gallery of Statues, Hall of the Greek Cross, Hall of the Biga, Etruscan Museum, Lateran Museum, Quirinal Palace, Private Palaces, Palazzo Borghese, 864; Palazzo Colonna, Palazzo Corsini, Palazzo Doria-Pamfili, Farnese, Farnesina, Barberini, Spada (Pompey's Statue), 865; Rospigliosi, Guido a Murderer, Academy of St. Luke, Manufactory of Mosaics, Gardens of the Vatican, Bankers, Manufactures, Villas (Albani, Borghese), 866; Ludovisi, Pamfili-Doria, Palafina, and Wolkonsky; Excursions: Via Appia, Tomb of Scipio, Arch of Drusus, Church of St. Sebastian, Tomb of Cecilia Metella, 867; Albano, Grotta Ferrata, Frascati, Claudian Aqueducts, Sacred Grove of Bacchus (called by some the Temple of Egeria), Palestrina, Colonna, Tivoli, Villa of Hadrian, 868; Mons Sacer, Veii, Prima Porta, Ostia, Segni, Studios of Different Artists, 869; Climate, Physicians, Lodgings, 870; Carriages, Servants, Presentations to the Pope, 871.**
- Rome to Florence, 871.**
 ——— to Naples, 871, 872.
 ——— to Paris, 871.
 ——— Route from London, 32; from Paris, 40.
Rome, United States, 1564.
Ronda, 1248.
Rönne, 1346.
Rönneby, 1482.
Roosendaal, 527.
Rörs, 1370, 1425.
Rürvig, 1380.
Rosarno, 893.
Roscommon, 85.
Roscrea, 79.
Rosenborg Castle, 1299.
Rosenheim Junction, 1145.
Rosenlani, Baths of, 1092.
Rosersburg Château, 1477.
Roslin, Castle of, 135.
Ross, 272.
Rostrevor, 96.
Rothenthurm, 1136.
Rothesay, Isle of Bute, 115.
Rottenburg, 670.
Rotterdam, 528.
 ——— to the Hague, *via* Delft, 530.
 ——— Route from London, 32; from Paris, 40.
Rouen, 387.
 ——— Route from Paris, 40.
Roumili-Fener, 988.
Roumili-Kissar (Castle of Europe), 988.
Round-tone, 84.
Routes and Passes into Italy, with Time and Expense, 741-894.
 ——— from London to all parts of the world, 29-33.
 ——— from Paris to all parts of the world, 34-42.
 ——— through Ireland, 46.
 ——— through Scotland, 104.
 ——— through England, 183.
 ——— through France, Belgium, and Holland, 294.
 ——— through Norway and Sweden, 1350, 1351.
Roveredo, 750, 1156, 1175.
Rovigo, 807.
Royan, 412.
Royat, 452.
Rubens, the Painter, 508.
Rudesheim, 691.
 ——— Route from Paris, 40.
Rugby, 240.
Rugen, 600.
Ruusted, 1319.
Russia, 1486-1543.
Rustchuk, 989.
 ——— Route from Paris, 40.
Rusten Pass, the, 1395.
Rydal, Mount, 255.
Rydboholm, 1458.
Ryde, Isle of Wight, 222.
 ——— Route from Paris, 40.
Rytterknaegten, 1346.
- S.
- 'S Hertogenbosch, 534 5-S.**
Saarbruck, 677.
Saardam, or Zaandam, 534 2-S.
Saas, 1066.
Sabadell, 1271.
Sabbath-day Point, 1557.
Sachsels, 1085.
Sachsenburg, 1180.
Sachsenklamme, 1152.
Sacramento, 1571.
Saeby, 1530.
Saelbo Lake, 1371.
Saelhuus, 1380.
Safed, 975.
Safsjöström, 1473.
Sagenay River, the, 1559.
Sahagun, 1201.
Saintes, 411.
San Vito, 1173.

- St. Andrew's, 178.
 — Anthony, Falls of, 1569.
 — Anton, 1165.
 — Asaph, 248.
 — Augustine, United States, 1579.
 — Barnabas, 981 3-5.
 — Bernard, 1053.
 ——— Route from Paris, 41.
 — Branchier, 1057.
 — Brienc, 400.
 — Catherine, 1567.
 — Clond, 383.
 — Cyr, 398.
 — Denis, 384, 389.
 — Elie, 981 3-5.
 — Erik's Grotto, 1475.
 — Etienne, 453.
 — Fillans, 146.
 — Gall, or St. Gallen, 1121.
 ——— Route from Paris, 41.
 — Germain, 385.
 — Gervais, 1046.
 ——— Route from Paris, 37.
 — Gingolph, 1044.
 — Gothard Railway, 1100.
 — Helen's Well, 1325.
 — Jean de Luz, 418, 1194.
 — Johann, 1176.
 — Jörgensbjerg, 1332.
 — Laurent du Pont, 470.
 — Leonard's, England, 227.
 — Leonards, Tyrol, 1179, 1184.
 — Lorenzo, 1179.
 — Louis, 1569.
 — Malo, 396.
 — Martin, 1046.
 — Martins, 1177.
 — Martory, 424.
 — Maurice, 745.
 ——— Route from Paris, 41.
 — Michel, 477, 744.
 — Michele, 1155.
 — Moritz, Baths of, 1123.
 ——— Route from London, 32; from Paris, 41.
 — Niklaus, 1060.
 — Ninians, 176.
 — Omer, 499.
 — Onen, 385.
 — Paul, 1569.
 — Péray, 468.
 — Petersburg: Routes to, Hotels, 1491; Islands and Bridges, St. Isaac's Cathedral, 1492; Smolnoi Church, Institution des Demoiselles Nobles, Cathedral of St. Petersburg, 1493; Cathedral and Fortress of St. Peter and St. Paul, the Mint, 1494; Preobajenski Church, Winter Palace, 1495, 1496; Crown Jewels, 1497; the Hermitage, 1498-1509; Marble Palace, Michailoff Palace, 1509; Taurida Palace, Annitchkoff Palace, the Admiralty, Statues of Peter the Great and Catharine II., 1510; Arsenal, Museum or Academy of Sciences, Foundling Hospital, 1511; Lying-in Hospital, University, Academy of Arts, 1512; Russian Gallery, Private Picture-galleries, 1513; Imperial Public Library, 1514; Museum of Imperial Carriages, 1515; Moscow Gate, 1516; Fur-dealers, Theatres, Summer Gardens, Gardens of Catharineschoff, 1517; Alexander Palace, 1518; Pavlof-k Palace and Arsenal, Poulkova Observatory, 1519.
 St. Petersburg to Cronstadt, 1519.
 St. Petersburg to Novgorod the Great, 1521.
 ——— to Moscow, 1523.
 ——— Route from London, 32; from Paris, 41.
 St. Pierre, 1056.
 — Prex, 1039.
 — Quentin, 497.
 ——— Route from London, 32; from Paris, 41.
 — Raphael, 742.
 — Remo, 742.
 — Sanveur, 436.
 — Savin, 433.
 — Sebastian, 1194.
 ——— Route from Paris, 41.
 — Sergius Monastery, 1521.
 — Ulrich, 1179.
 — Vittore, 747.
 Sala, 1479.
 Salamanca, 1208.
 Sale, 1248.
 Salisbury, 283.
 Sallauches, 1046.
 Salling, 1333.
 Salon, 1264.
 Salrock, 87.
 Sals-tröm, the, 1381.
 Salt Lake City, 1570.
 Salten Fjord, the, 1381.
 Salud, 1200.
 Salurn, 1155.
 Salzburg, 729, 1174, 1177.
 ——— Route from Paris, 40.
 Samaden, 1169.
 Samaria, 972.
 Samoëns, 1051.
 San Bernardino, 747.
 — Fernando, 1242.
 — Francisco, 1571.
 — Germano, 871.
 — Ildefonso, 1224.
 — Marco, 1156.
 — Moritz, 1169.
 — Pierdarena, 748.
 — Remo, 808.
 Sande Fjord, 1418.
 Sandfarhuus, 1389.
 Sandtorv, 1382.
 Sandviken, 1405.
 Sannesden, 1380.
 Sanqhar, 167.
 Santa Christina, 1179.
 — Croce, 1173.
 — Cruz de Mudela, 1231.
 — Maria, 1162, 1179.
 Santander, 1200.
 Santarem, 1279.
 Santiago, 1204.
 Saragossa, 1272.
 ——— Route from Paris, 46.
 Saratoga, 1556.
 Sardañola, 1271.
 Sardinero, 1200.
 Sargans, 1118, 1171.
 Sarinena, 1272.
 Sarnen, 1086.
 Sarntheim, 1153.
 Sarpborg, 1434.
 Sarzana, 809.
 Sattel, 1136.
 Saumur, 494.
 Saut Ste. Marie, 1563.
 Savannah, 1578.
 Savigliano, 796.
 Savona, 743.

- Saxen-les-Bains**, 1112.
Saxjöbing, 1342.
Saxony, 632.
Scanfs, 1126.
Scarborough, 235.
Schaffhausen, 1050.
 ——— to Constance, 1080.
Schalders, Baths of, 1152.
Schanze, 1155.
Schelleberg Station, 1151.
Schenectady, 1564.
Scherzligen, 1075.
Scheveningen, 532.
Schiedam, 527.
Schiers, 1136.
Schilthorn, the, 1090.
Schinznach, Baths of, 1078.
Schlanders, 1167.
Schlangenbad, 695.
 ——— Route from London, 32; from Paris, 40.
Schleswig, 598.
Schliersee, 1175.
Schlitters, 1169.
Schloss Carlstein, 1177.
Schludens, 1161.
Schluderbach, 1172.
Schmerikon, 1117.
Schönau, 1182.
Schönberg, 1150, 1183.
Schönbrunn, 717.
Schöpflheim, 1107.
Schwalbach, 695.
 ——— Route from London, 32; from Paris, 41.
Schwanden, 1131.
Schwarzenbach, 1074.
Schwarzer Thurm, or Black Tower, 1078.
Schwaz, 1145.
Schweizerhof, the, 1079.
Schwelm, 594.
Schwerin, 599.
Schwyz, 1097.
Scilla, 593.
Scionzier, 1046.
Scotland, 101-182.
Seacourt, 54.
Seaford, 227 1-3.
Sebaste, 972.
Sedan, 496.
See, 1184.
Seelisberg, 1102.
Seewen, 1097.
Segni, 869.
Segovia, 1225.
Sehail, 942.
Seistrup, 1332.
Selinus, Ruins of, 900.
Selsövig, 1381.
Semlin, 737.
Sempach, 1077.
Sennwald, 1125.
Sens, 457, 741.
Sepey, 1110.
Serravalle, 1173.
Servia, 737.
Sestri a Ponente, 743.
Sevastopol, 1537.
 ——— to Chersonesus, 1538.
 ——— to Baktchissarai, 1539.
Sevclen, 1171.
Seville, 1232.
 ——— to Cadiz, 1240.
Sèvres, 384.
Shanghai: Route from Paris, 41.
Sheffield, 234.
Shekh Abaddeh, 937.
Shetland Islands, 1348.
Shiloh, or Sellun, 972.
Shrewsbury, 245.
Sicily, 895-905.
Sidon, 979.
Sieben Brunnen, the, 1109.
Siena, 843.
Sierra Nevada, 1250.
Sierre, 745, 1064.
Sigmundsborg, Ruins of, 1166.
Sigmundskron, Castle of, 1153, 1168.
Signildsberg, 1477.
Siguenza, 1274.
Siljan, 1479.
Silkeborg, 1339.
Sils Maria, 1129.
Silverplana, 1123.
Silz, 748, 1159.
Simpheropol, 1541.
 ——— to Theodosia and Kertch, 1541.
Simplon, the, 746, 1065.
Sinai to El Akaba, 946.
Sing Sing, 1553.
Singsaas, 1372.
Sinigaglia, 822.
Sion, 1110, 1113.
Siout, or Assiout, 937.
Siwah, 949.
Sixt, the, 1051.
Sjöbunden, 1426.
Sjörring, 1331.
Sjötorp, 1463.
Skagen, 1335.
Skanderborg, 1327, 1338.
 ——— to Herning, 1338.
Skarreklit Rock, 1333.
Skarridsö Lake, 1340.
Skarsfelde, 1371.
Skeje i Hjaerdal, 1409.
Skeleton Tours, xxiv-xxviii; through Scotland, 101-105.
Skenninge, 1475.
Skibotten, 1383.
Skien, 1426.
Skipton, 263.
Skive, 1337.
Skjaeggestad i Ringebo, 1394.
Skjaerpinggaard, 1332.
Skjern Castle, 1329.
Skjervö, 1384.
Skjolden, 1416.
Skjorta, the, 1430.
Skodsborg, 1319.
Sköfde, 1460.
Skogdalsboen, 1425.
Skogstad, 1401.
Sköien, 1400.
Skokloster, Castle of, 1477.
Skotsleven, 1403.
Skye, Isle of, 148.
Slagelse, 1314.
Slathdale, 181.
Sleepy Hollow, 1553.
Sligo, 88.
Sluppen, 1372.
Smedjebacken, 1476.
Smyrna, 981 4-5.
 ——— to Constantinople, 983.
Snaasen Vand, the, 1389.
Snarum, 1404.

- Snehattan Mountain, the, 1395.
 Sneern, 82.
 Snerle, 1422.
 Snowdon, Mount, 278.
 Söberg, 1372.
 Soboden, 1426.
 Söborg, 1322.
 Socuellamos, 1258.
 Söderhamn, 1480.
 Söderköping, 1466.
 Södertelje, 1444, 1466.
 Soestdyk, 534 4-8.
 Sogne Fjord, the, 1414.
 Sognedal, 1415.
 Sognefest, 1415.
 Soissons, 494.
 Sökken, 1334.
 Solberg Fjord, the, 1383.
 Solden, 1182.
 Soleure, or Solothurn, 1068.
 Solferino, 750, 1157.
 Söll, 1176.
 Solstein, the, 1158.
 Solvorn, 1416.
 Somnaes, 1380.
 Sondrio, 748, 1164.
 Sonnebeg, 625.
 Sonora, 1572.
 Sorau, 629.
 Sorgenfri, 1321.
 Soro, 1314.
 Sorrento, 882.
 Sörum, 1422, 1428.
 Sösdala, 1439.
 Soto de Roma, 1257.
 Southampton, 286.
 ——— Route from Paris, 41.
 Soveien, 1383.
 Spa, 516; the Fountains, Excursions, Casino, Races, Les Quatre Fils Aymon, 517.
 ——— Route from London, 32; from Paris, 41.
 Spain, 1185-1279.
 Spandan, 595.
 Sparta, 1000.
 ——— to Pylos, 1001.
 Speer, the, 1118.
 Spello, 841.
 Spezia, 809.
 ——— Route from Paris, 41.
 Spiez, 1075.
 Spital, 1181.
 Spiterstuhl, the, 1424.
 Splügen, 746.
 Spoleto, 840.
 Sponding, 1161.
 Springfield, 1563.
 Staatsburg, 1554.
 Stachelberg, Baths of, 1134.
 Stäfa, 1117.
 Staffa, 120.
 Stafflach, 1151.
 Stafford, 240.
 Stai, 1369.
 Staigne Fort, 82.
 Stalden, 1066.
 Stalheim i Vos, 1411.
 Stamford, United States, 1564.
 Stams, 1158.
 Stangnaes, 1379.
 Stargard, 604.
 Stätzerhorn, the, 1122.
 Stavanger, 1377, 1419.
 Stee, 1401.
 Steensballe, 1327.
 Stehag, 1439.
 Stein, 1160.
 Stein Pass, 1176.
 Steinach, 749, 1163.
 Steinbrucken, 750.
 Steindalsfos, the, 1420.
 Steinheim, 593.
 Stelvio, the, 748, 1163.
 ——— Pass, 1161.
 ——— Road over the, 748.
 Stenalt, 1329.
 Stenay, 496.
 Stendal, 577.
 Stenia, 988.
 Steukjaer, 1389.
 Stennis, 1348.
 Stenvigen, 1369.
 Sterzing, 749, 1151.
 Sterzinger Moss, 1151.
 Stettin, 603.
 ——— to Stralsund, 605.
 ——— to Breslau, 609.
 Stevns herred, the, 1341, 1343.
 Stirling, 138.
 Stockenboyerthal, 1180.
 Stockholm: Hotels, Riddarholmen, Helgeandsholmen, Carriages, 1445, 1446; Royal Palace, 1447; Royal Library, National Museum, Castles, etc., 1448-1457; Excursions from, 1458.
 Stockholm to Copenhagen, 1481.
 ——— from Gothenburg, 1458.
 ——— to St. Petersburg, 1483.
 ——— Route from Paris, 41.
 Stockport, 240.
 Stockton, United States, 1571.
 Stoke Pogis, 242.
 Stoksund, 1379.
 Stonehenge, 284.
 Stony Clove, 1555.
 Stony Point, 1553.
 Storebro, 1474.
 Storeheddinge, 1344.
 Storen, 1372, 1396.
 Storhättan, the, 1397.
 Storklevstad i Qvams, 1394.
 Stor-Sjö Lake, 1369.
 Stornoway, 149.
 Storstennaes, 1383.
 Storsveen, 1428.
 Storvik, 1479.
 Storvola Fjeld, 1370.
 Stoss, the, 1102.
 Stövringgaard, 1329.
 Strabane, 89.
 Stralsund, 600, 1437.
 Strand, 1408.
 Strängnäs, 1483.
 Stranraer, 175.
 Strasburg, 670.
 ——— to Basle, 670, 679.
 ——— to Cologne, 672, 674.
 ——— Route from Paris, 41.
 Strass, 1169.
 Strassberg, Castle of, 1151.
 Stratford-on-Avon, 244.
 ——— Route from Paris, 41.
 Strathire, 144.
 Strathpeffer, 129.
 Straubing, 727.
 Strelna Palace, 1521.
 Stresa, 746, 791, 1065, 1106.

Strib, 1313.
 Stromnaes, 1384.
 Stromness, 1348.
 Stromö, 1381.
 Stromsholm, 1477.
 Stromsöe Island, 1348.
 Struer, 1337.
 Stubay, Valley of, 1150, 1183.
 Stubbenkammer, 601.
 Stuben, 1165.
 Stuedal, 1371.
 Stueffaaten, 1397.
 Stuen i Opdal, 1396.
 Stuhlfelden, 1171.
 Stuttgart, 665.
 ——— to Heidelberg, 670.
 ——— to Schaffhausen, 669.
 ——— Route from London, 32; from Paris, 41.
 Sueca, 1263.
 Suez, 945.
 ——— Route from London, 33; from Paris, 41.
 Sulden, 1162.
 Sulitjema, the, 1331.
 Sulmona, 875.
 Sulstuen, 1392.
 Sundsvall, 1480.
 Sundvolden, 1173.
 Sunnyside, 1553.
 Surendal Valley, the, 1431.
 Sursee, 1077.
 Susa, 745.
 Susten, 1113.
 Svanike, 1347.
 Svärholt, 1387.
 Svendborg, 1317, 1345.
 Svinklöv Cliff, 1332.
 Swansea, 276.
 Sweden, 1356-1360, 1432-1485.
 Switzerland: Routes, Passports, etc., 1017-1140.
 Syd-Krogö, 1379.
 Sydney, Routes to, 1574.
 Symi, 981 4-5.
 Syracuse, Italy, 901.
 ——— to Malta, 906.
 Syracuse, United States, 1564.
 Syria and Palestine, 953-982.

T.

Taasinge, Island of, 1317.
 Tabor, 725.
 Taesens, 1160.
 Taffalla, 1276.
 Tai Cadore, 1173.
 Tain, Scotland, 130.
 ——— Hill of, 467.
 Talvik, 1384.
 Tamworth, 248.
 Tana Elve, the, 1387.
 Tancarville, 390.
 Tangier, 1245, 1248.
 Tanlay, 458, 741.
 Tantara, 980.
 Taormina, 904.
 Tappan, 1553.
 Tarancon, 1229.
 Taranto, 894.
 Tarare, 454.
 Tarascon, 469, 742.
 Tarasp-Bad, 1126.
 Tarbert, 65.
 Tarbes, 428.
 ——— Routes from, 429.
 Tarbet, 134.
 Tarm, 1337.
 Tarragona, 1264.
 Tarrasa, 1271.
 Tarrytown, 1553.
 Taunton, 269.
 Tavanasa, 1132.
 Taxenbach, 1171.
 Taynult, 144.
 Tegernsee, 1174.
 Teigen, 1371.
 Teignmonth, 270.
 Tel Basta, 950.
 Tel el Amarna, 937.
 Telfs, 1158.
 Tellemarken Route, the, 1404.
 Tell's Chapel, 1102.
 Telnaes, 1370, 1426.
 Temple of Minerva, 997.
 Templemore, 67.
 Tenby, 275.
 Tepé Kermen, 1540.
 Terlan, 1168.
 Terni, 841.
 Teroen, 1421.
 Terracina, 872.
 Terranova, 901.
 Tête Noire, 1054.
 Teufelstein, and Devil's Bridge, 1103.
 Texel, Island of, 534 3-S.
 Tharand, 646.
 Thebes, Greece, 1000.
 Thebes, Egypt, 939.
 Theodosia, 1541.
 Therapia, 988.
 Thetford, 232.
 Thing Valla, 1349.
 Thionville, 493.
 Thirkmere, 257.
 Thisted, 1331.
 Thomar, 1289.
 Thomery Station, 74.
 Thonon, 1045.
 ——— to Geneva, 1045.
 ——— to Sixt, 1045.
 Thorn, 600.
 Thorshavn Island, 1348.
 Thousand Isles, the, 1566.
 Threnen, 1380.
 Thun, 1075.
 ——— Route from Paris, 41.
 Thunsee, Lake of, 1177.
 Thurles, 57.
 Thurn Defile, 1174.
 Thurso, 131.
 Thusis, 746.
 Tiberias, 974.
 Tideville, 1325.
 Tiflis, 1543.
 Tinos, 1324.
 Tintern Abbey, 274.
 Tipperary, 65.
 Tirano, 748, 805, 1163.
 Tiriolo, 892.
 Tirlmont, 522.
 Titlis, the, 1095.
 Tiverton, 270.
 Tivoli, 868.
 Tjoelsund, 1382.
 Tjoto, 1380.
 Tobermory, 148.

- Tocol, United States, 1579.
 Toftemoen, 1395.
 Tolbacherfeld, 1150.
 Toledo, 1225.
 — Route from Paris, 41.
 Tolgen, 1370.
 Tomlevolden, 1400.
 Tonnerre, 457, 741.
 Tönset, 1369, 1370.
 Töplitz, 639.
 — Route from Paris, 41.
 Töreboda, 1461, 1464.
 Torgen, Island of, 1380.
 Torghättan, the, 1380.
 Toronto, 1566.
 Torquay, 271.
 Torrejon de Ardos, 1276.
 Torrelavega, 1200.
 Torreverre Rende, 1335.
 Tortanga, Gorge of, 1264.
 Tortosa, 1264.
 Tosa Falls, 1104.
 Toul, 491.
 Toulon, 473.
 — Route from Paris, 41.
 Toulouse, 420.
 Tours, 404.
 Tours from London, 33; from Paris, 41.
 — Skeleton, xxiv-xxvii.
 Tourtemagne, 745.
 Traben, 686.
 Trafoi, 1162.
 Tralee, 62.
 Tramagal, 1279.
 Trani, 824.
 Tranö, 1382.
 Trapani, 900.
 Tratzberg, Castle of, 1145.
 Treib, 1102.
 Trelleborg, 1470.
 Treukwald, 1184.
 Trent, Italy, 749, 1155.
 — Tyrol, 1155.
 Trenton Falls, 1557, 1564.
 Tresenda, 1164.
 Treves, 678.
 — Route from Paris, 41.
 Triberg, 672.
 Trient, 1055.
 Trieste, 731.
 — Route from London, 33, from Paris, 41.
 Trifhorn, the, 1059.
 Tripoli, 981.
 Tripolitza, 1000.
 Trisaet, 1426.
 Trogen, 1124.
 Troitzkoi Monastery, 1532.
 Trollhatta, Falls of, 1462.
 Tromsö, 1379, 1383.
 Tromsösund, the, 1383.
 Trondhjem, 1372-1376, 1392.
 Trons, 1132.
 Troon, 127.
 Trostberg, Castle of, 1153.
 Troutbeck, 256.
 Trouville, 393.
 Troy, United States, 1556.
 Troyes, 479.
 Truckee, 1571.
 Trysil District, 1369.
 Tsarkoé Sélo, Palace of, 1518.
 Tuam, 78.
 Tübingen, 669.
 Tudela, 1276.
 Tuf, 1404.
 Tumba, 1444.
 Tunbridge Wells, 226.
 Tune i Vang, 1401.
 Turbia, 742.
 Turin: Hotels, Churches, Manufactures, etc.,
 792-796.
 — to Aosta, 796.
 — to Genoa, 796.
 — to Nice, 796, 797.
 — Route from London, 33; from Paris,
 41.
 Turkey and Greece, 953-1002.
 Turrif, 135.
 Tvindehoug, 1423.
 Tvinden i Vos, 1411.
 Tyndrum, 144.
 Tyre, 979.
 Tyrol, 1141-1184.
 — Castle of, 1167.
 Tyskestranden, 1405.
 Tyven Mountain, the, 1385.
- U.
- Ubeda, 1231.
 Uckfield, 227 1-3.
 Ucles, 1229.
 Uddevalla, 1474.
 Uetliberg, 1084.
 Uldefos Falls, 1429.
 Ulefos, 1426.
 Ullerslev, 1314.
 Ulm, 664.
 — to Friedrichshafen, 668.
 — to Schaffhausen, 669.
 — to Stuttgart, 664.
 — Route from Paris, 41.
 Ulricehamn, 1467.
 Ulsaker, 1404.
 Ulstrup, 1325.
 Ulswater, Lake, 259.
 Ulverston, 259.
 Ulvik, 1421.
 Umhausen, 1182.
 United States, 1544-1557, 1559-1565, 1567-1579
 Unspunnen, Castle of, 1088.
 Unsré Fran, 1183.
 Unterau, 1152.
 Unterschächen, 1134.
 Upsala, 1477.
 Uri, Lake of, 1102.
 Utah, 1570.
 Utica, 1564.
 Utrecht, 534 5-8.
 — Route from Paris, 41.
 Utrera, 1240.
 Uznach, 1117.
- V.
- Vadheim, 1415.
 Vadolanno, 1231.
 Vadsö, 1379, 1385, 1388.
 Vaerdalsören, 1389.
 Vaerö, 1382.
 Vahrn, Baths of, 1152.
 Val Paraiso, 1232.
 Val Tosa, 1114.
 Valdepeñas, 1231.
 Valdars Route, the, 1399.
 Valdarsund, 1379.
 Valence, 468, 742.
 Valencia, 1260.

- Valencia. Route from Paris, 41.
 Valenciennes, 498.
 Valenza, 797.
 Valetta, 910.
 Valladolid, 1207.
 ——— Route from Paris, 41.
 Valle, 1417.
 Vallée du Lys, 426.
 Vallejo, United States, 1571.
 Vallö, 1343.
 Vallorbe, 1116.
 Valmy, 493.
 Valognes, 397.
 Valpellina, 1057.
 Valsain, 1224.
 Vandrup, 1313.
 Vannes, 406.
 Vanzone, 1066.
 Varde, 1337.
 Vardö, 1387.
 Varello, 791.
 Varese, 787.
 Varna, 788.
 ——— Route from Paris, 41.
 Vasto, 823.
 Vedback, 1319.
 Veguellina, 1203.
 Veii, 869.
 Veile, 1326.
 Veirhöi Hill, 1340.
 Velzen, 534 2-3.
 Vemb, 1337.
 Vemmetofte, 1344.
 Venas, 1173.
 Vendas Novas, 1288.
 Venetia, or Venice, 757.
 Venice: Hotels, Situation, Grand Canal, Gondolas, Manufactures, Government, Churches, etc., 757-769, 1169, 1173.
 ——— to Bologna, 769.
 ——— to Brindisi, 769.
 ——— to London, 769.
 ——— to Milan, 769, 770.
 ——— to Padua, 770.
 ——— to Paris, 769.
 ——— to Trieste, 769.
 ——— to Turin, 769.
 ——— to Verona, 769.
 ——— Route from London, 33; from Paris, 41.
 Venningbond Bay, 1317.
 Vent, 1183.
 Venta de Quesada, 1231.
 Ventimiglia, 742, 803.
 Ventnor, 224.
 Verblungnaes, 1397.
 Vercelli, 792, 797.
 Verdrieteges' Hook, 1553.
 Verdun, 493.
 Vergara, 1196.
 Vermedalsfos Falls, 1397.
 Vernayaz, 1112.
 Verona: Hotels, Fortifications, etc., 773-776, 1157, 1168.
 ——— to Innsbruck, 787.
 ——— to Milan, 777.
 ——— to Modena, 805.
 ——— to Munich, 777.
 ——— to Venice, 777.
 ——— Route from Paris, 41.
 Verplanck's Point, 1553.
 Verres, 796.
 Versailles, 377.
 Verviers, 517.
 Vesoul, 479.
 Vesteraalen Islands, the, 1382.
 Vesterås, 1483.
 Vesterskjernige, 1345.
 Vestervig, 1331.
 Vestfossen, 1406.
 Vesuvius, 884.
 Vettisfos Falls, 1406.
 Vevay, 1041.
 ——— Route from Paris, 42.
 Viborg, 1336.
 Vicenza, 772.
 ——— Route from Paris, 42.
 Vich, 1270.
 Vichy: Hotels, 449; Springs, Diseases, New Casino, 460; Park, Physicians, Excursions, 451.
 ——— to Switzerland, 451.
 ——— Route from London, 33; from Paris, 42.
 Vienna: Hotels, 708; History, Promenades, Palaces, People, Public Buildings, Cathedral of St. Stephen, 709; Churches, Church of the Augustines, Canova's Monument of the Archduchess Christine, Church of the Capuchins, Coffin of Napoleon II., Carmelite Church, Imperial Palace, 710; Cabinet of Antiquities, Cabinet of Minerals, Museum of Natural History, Schatzkammer or Imperial Jewel-office, Coach-house, Riding-school, Volksgarten, Hofgarten, 711; Picture-gallery, 712-714; Ambras Collection, Armor, 714; Esterhazy Gallery, Prince Lichtenstein's Palace, Counts Czernin, Schönbrunn, Harrach, and Lemberg's Collections of Pictures, Imperial Arsenal, University, General Hospital, Lying-in Hospital, 715; Theatres, 716; Meerschaums, Manufactures, Carriages, Baggage, Passports, Cafés, Valet de Place, Opera-glasses, Lace, and Bohemian Glass, 716, 717.
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 ——— to Dresden, 719, 724.
 ——— to Kalenberg, 718.
 ——— to Klosterneuburg, 718.
 ——— to Laxenburg, 718.
 ——— to Leopoldsburg, 718.
 ——— to Mödling, 718.
 ——— to Munich, 726.
 ——— to Pesth, 717, 739.
 ——— to Prague, 725.
 ——— to Schönbrunn, 717.
 ——— to Trieste, 730, 750.
 ——— to Trieste, *via Semmering Railway*, 750.
 ——— to Venice direct, 730, 732.
 ——— Route from London, 33; from Paris, 42.
 Vienne, 467, 741.
 Viesch, 1114.
 Vigels Fjeld, 1371.
 Vicevano, 797.
 Vigo, 1205.
 Vik, 1415, 1421.
 Viken, the, 1434.
 Viker Church, the, 1427.
 Vikersund, 1403.
 Vikholmen, 1381.
 Vikö, 1404.
 Vilches, 1231.
 Villa Real, 1264.
 Villach, 1152, 1182.

Villach to Brixen, 559.
 Villafranca, 1203, 1266, 1279.
 Villalprando, 1203.
 Villanueva de la Serena, 1273.
 Villard, 1111.
 Villaviciosa, 1202.
 Villeneuve, 745, 1044.
 Villeperdue, 407.
 Villers-sur-Mer, 393.
 Villingen, 672.
 Vilpian, 1163.
 Vilvorde, 512.
 Vincennes, 384.
 Vineroz, 1264.
 Vingaker, 1470.
 Vinge i Vos, 1411.
 Virginia City, 1570.
 Vispach, 745, 1059, 1113.
 Vissoye, 1059.
 Vittoria, 1196.
 Vitznau, 1101.
 Vivalvaro, 1276.
 Vlaardingen, 527.
 Voergaard Manor, 1330.
 Voersaa River, 1330.
 Vogelenzang, 533.
 Voiron, 470.
 Volderau, 1183.
 Volterra, 843.
 Voltri, 743.
 Voorn, Castle of, 527.
 Vordingborg, 1341.
 Vöringsfos, 1421.
 Vossevangen, 1411, 1414.
 Vostizza, 998.
 Vougy, 1046.
 Vuflens, Château of, 1039.

W.

Wädenswyl, 1117, 1134.
 Wadi Halfa, 944.
 Wadstena, 1464, 1463.
 Waidbruck, 1179.
 Waidring, 1176.
 Waldhäuser, 1131.
 Waldshut, 1079.
 Wales, 273-281.
 ——— the Tour of, 273.
 Walla, 1444.
 Wallenstadt, 1118.
 Wälschenofen, 1153.
 Warberg, 1473.
 Warburg, 619.
 Wareham, 286.
 Warmbrunn, 724.
 Warmond, 533.
 Warrenpoint, 96.
 Warsaw, 612.
 ——— Route from London, 33.
 Wartofta, 1467.
 Warwick, 244.
 Wasen, 1103.
 Washington, 1576.
 Waterford, 66.
 Waterloo, 511.
 Wauwyl, 1077.
 Weggis, 1101.
 Weiherburg, 1149.
 Weimar, 622.
 ——— to Erfurt, 622.
 Weissach, Valley of, 1175.
 Weissbad, 1124.
 Weissenburg, 675.
 Weissenfels, 621.

Weissenstein, the, 1068.
 Weissenthurm, 683.
 Welfenstein, Castle of, 1151.
 Wells, 233.
 Welmick, 687.
 Wels, 727.
 Wenern, Lake, 1463.
 Wenersborg, 1463.
 Wernamo, 1473.
 Wesel, 581.
 Wesen, 756.
 West Point, 1554.
 West Troy, United States, 1556.
 Westervik, 1481.
 Weston-super-Mare, 269.
 Westport, 85.
 Wetterhorn, the, 1091.
 Wetteren, Lake, 1464.
 Wexford, 73.
 Wexiö, 1472.
 Weymouth, 287.
 White Mountains, 1559.
 Whitehaven, 260.
 Wiborg, 1484.
 Wick, 130.
 Wicklow, 74.
 Wiesbaden, 693; Route from London, 33.
 Wiesberg, Castle of, 1166.
 Wiesen, 1137.
 Wigan, 250.
 Wight, the Isle of: Tours in, etc., 222-226.
 Wildbad, 703.
 ——— Route from London, 33.
 Wildbad-Gastein, 1180.
 Wildegg Castle, 1078.
 Wildhaus, 1133.
 Wildstrubel, the, 1109.
 Wilhelmshafen, 603.
 Willersoord, 534 3-8.
 Wiltan, 1150.
 Wimborne, 286.
 Winchester, 285.
 Windermerc, 253.
 Windsor, England, 217; Eton College, 242.
 ——— Canada, 1567.
 Winkel, 690.
 Winklern, 1180.
 Winterthur, 1082.
 Wisby, 1481.
 Wishing Gate, the, 255.
 Wislanda, 1440.
 Wittenberg, 616.
 Wolverhampton, 245.
 Woodlawn, 83.
 Woodstock, 243. Woolwich, 217 2-8.
 Worb, 1107.
 Worcester, England, 265.
 ——— United States, 1563.
 Wörgl, 1145.
 Workington, 261.
 Worms, 677.
 Worsaaes Oe, 1343.
 Würth, 675.
 Worthing, 221.
 Wrexham, 277.
 Württemberg, 664.
 Würzburg, 667.
 ——— to Fürth, 643.

Y.

Yale College, 1564.
 Yalta, 1541.
 Yarmouth, 231.

- Yeni Keni, 988.
 Yeater House, 164.
 York, 234; Marston Moor, Lowton, 235.
 ——— to London, *via* Bedford, Derby, Shef-
 field, etc., 234.
 Youghal, 56.
 Yosemite Valley, the, 1572.
 Ypres, 522.
 Ystad, 1470.
 Yverdon, 1067.
- Z.
- Zaleh, 979.
 Zamora, 1209.
 Zebdany, 977.
 Zell, 1169.
 Zerknitz, Lake of, 731.
- Zermatt, 1053, 1061.
 Zevenaar, 534 7-8.
 Zillerthal, 1151.
 Zirl, 1158.
 Zofingen, 1077.
 Zug, 1088.
 Zülpich, 679.
 Zurich: Hotels, Cathedral, etc., 1053, 1084.
 ——— Route from London, 33; from Paris, 42.
 Zussow, 605.
 Zutphen, 534 6-8.
 Zuz, 1125.
 Zweibrücken, 677.
 Zweisimmen, 1109.
 Zwickau, 647.
 Zwieselstein, 1182.
 Zwolle, 534 4-5.

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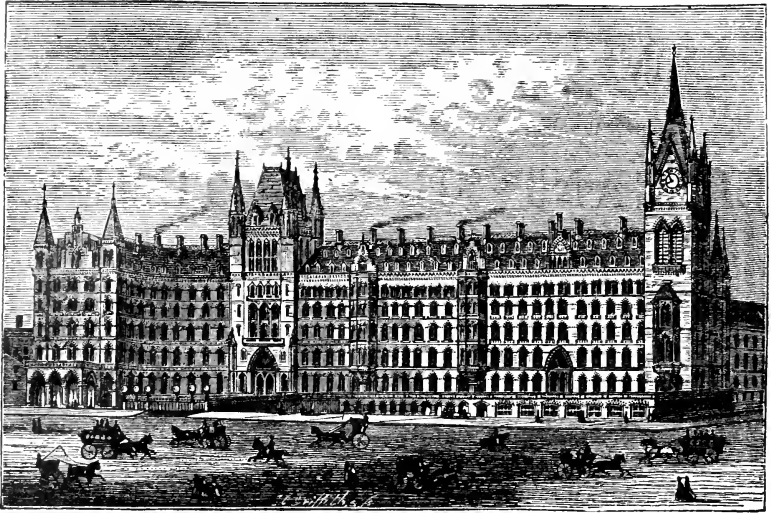
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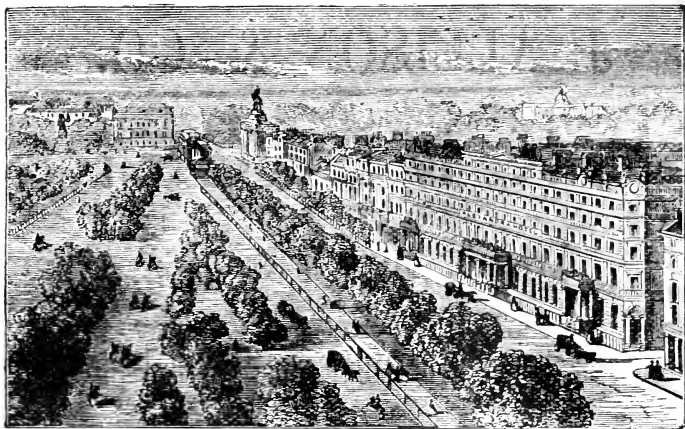
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To the Tourist and the Antiquarian the Great Western Railway possesses features of interest unequalled by any other Railway in the United Kingdom. It affords convenient and, in many instances, the only Railway access to places sought after from the historical associations connected with them, such as Chester, Shrewsbury (with Uriconium, the ancient Roman city and battle-field, within an easy ride), Warwick, Stratford-on-Avon, Kenilworth, Oxford, Worcester, Ludlow, Hereford, Woodstock, Windsor, and many other places of note, all reached by the Great Western route; while the scenery of North and South Wales, the Valley of the Wye, &c., through which the Railway passes, is unsurpassed in Great Britain.

Time-Books, Maps, &c., are supplied to the Steamships running between England and America, and they will be forwarded, free of charge, to any part of America, to all persons applying for the same to the undersigned, of whom full particulars as to trains, fares, and other arrangements may be obtained.

J. GRIERSON, *General Manager.*

PADDINGTON STATION, LONDON.

London & North-Western Railway of England.

SHORTEST AND MOST DIRECT ROUTE BETWEEN

LIVERPOOL (Lime St. Station) and LONDON (Euston Station).

Express Trains in $4\frac{1}{2}$ Hours—Thirteen Expresses each Week Day.

LIVERPOOL AND GLASGOW.

Express Services in Six Hours.

DRAWING-ROOM SALOON CARRIAGES, without Extra Charge, specially appointed for the convenience of First-Class Passengers, are attached to the DAY EXPRESS TRAINS between Liverpool and London. The Saloons are furnished with every modern convenience, separate apartments for Family Parties, a boudoir for Ladies, and compartments for Smokers. A Special Conductor accompanies each Train.

ORDINARY SALOON CARRIAGES are also run daily on the principal Express Trains from Liverpool to London, for the accommodation of First-Class Passengers. Ladies may travel in specially reserved compartments.

SIMILAR CARRIAGES, on receipt of a telegram from Queenstown, addressed to the Station Master, Lime Street, Liverpool, or on personal application to the L. & N.W. Co.'s representative on arrival at the Landing Stage, will be attached to any of the Through Trains from Liverpool for parties of Seven First-Class Passengers and upwards, without extra charge. COMPARTMENTS can be reserved for Four First or Six Second Class Passengers.

SLEEPING CARS are run daily by the train leaving Lime Street at 11.10 P.M. (10.45 P.M. on Sundays), and from London by the train leaving at 12 midnight. Extra charge, 5s. (in addition to the ordinary first-class fare) for each berth occupied.

BAGGAGE.—The Station Master at Lime Street Station, Liverpool, will make arrangements for sending on to the London Terminus at Euston Station, or to the Company's West End Office, Golden Cross, Charing Cross, or to the Depot of the American Exchange, Strand, any articles of Baggage that passengers adopting the London & North-Western Line may desire to be forwarded to await their arrival or order.

WEIGHT ALLOWED FREE OF CHARGE:—First Class, 120 lbs.; Second Class, 100 lbs.; Third Class, 60 lbs. For a charge of 6d. per package, baggage can be registered at Lime Street Station and delivered at any given address (within the usual delivery radius; beyond, 3d. extra) in London, Leicester, Birmingham, Manchester, and Liverpool.

FARES: { Liverpool to London, First Class, 29/-; Second Class, 21/9; Third Class, 16/6.
{ Liverpool to Glasgow, First Class, 33/-; Second Class, 23/3; Third Class, 15/-.

Special Tickets are issued through to London, *without extra charge*, allowing passengers to break the journey at Chester, Nuneaton, and at Rugby, to enable them to visit **Leamington, Warwick, Kenilworth, Stratford-on-Avon, &c.** Ten days are allowed for the completion of the journey between Liverpool and London.

A MAGNIFICENT HOTEL, "The North-Western," specially appointed for the convenience of American travellers—containing upwards of 300 Bedrooms, with spacious Coffee, Drawing, Reading, Writing, Billiard, and Smoking Rooms, and replete with every accommodation—adjoins the Lime Street terminus.

CONTINENTAL TRAVEL.

THROUGH TICKETS for the railway journey to LONDON, and to PARIS and all parts of THE CONTINENT, can be obtained at the offices of the Company's Continental Tourist Agents, Messrs. GAZK & SON 260 Washington Street, Boston; and 136 St. James' Street, Montreal. Passengers booking to Liverpool only in the first instance may obtain similar Through Tickets at the Lime Street Station. Full information as to Continental Tours may be obtained of Mr. THOMAS LOWTON, Lime Street Station, and of Messrs. GAZK & SON, 142 Strand, London. The Steamship Companies' Orders for tickets to Paris will be exchanged at Lime St. Station.

Omnibuses from the Liverpool Docks to the Lime Street Station.—Upon receipt of a telegram from Queenstown, the Station Master at Lime Street Station will arrange to send Omnibuses to meet the steamer on arrival in the Docks at Liverpool, to convey passengers to the North-Western Hotel or Lime Street Station at a reasonable charge.

The Company provide **SMALL OMNIBUSES**, capable of carrying six persons inside and two outside, with the usual quantity of baggage, to meet the EXPRESS TRAINS AT EUSTON STATION, when previously ordered. A telegram ordering an Omnibus to meet any train will be forwarded to London on application to the Station Master at Lime Street Station, Liverpool, or at any station *en route*, free of charge. The charge for the use of an Omnibus is One Shilling per mile; minimum, Three Shillings.

OMNIBUSES also run at frequent intervals between EUSTON and the TERMINI of the London Railways in connection with the Continental service.

Through Tickets to London can be obtained of the London & North-Western Company's American Passenger Agent, who visits the steamers prior to their leaving New York.

Time Books of the Line are exhibited on board all the Atlantic Steamers, and full particulars of the Company's Route can be obtained of their Passenger Agent, who is also prepared to give passengers letters of introduction to the Company's Officers at Liverpool, specifying any requirements as to travelling accommodation.

Mr. L. J. TROWBRIDGE, 3 Broadway, New York.

A representative of the London and North-Western Railway Company will meet passengers on their arrival at the Landing Stage, Liverpool, to give information as to trains, or take orders for Saloon Carriages, &c. Full particulars can also be obtained from MR. JAMES SHAW, District Superintendent, Lime Street Station, Liverpool; MR. J. B. LOVELAND, American Passenger Agent, North-Western Hotel, Lime Street, Liverpool; and MR. G. P. NEELE, Superintendent of the Line, Euston Station, London.

EUSTON STATION, LONDON, 1885.

G. FINDLAY, General Manager.

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LONDON AND THE SEA COAST OF ENGLAND,

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THE SHORTEST AND CHEAPEST ROUTE

BETWEEN

LONDON AND PARIS.

Daily Service from London Bridge and Victoria Stations,

In connection with splendid New Steamers between

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Through Tickets available to stop on the way at Brighton, Dieppe, Rouen, &c.

Spacious Hotels and Restaurants at London Bridge and Victoria Stations, also at Newhaven and Dieppe Harbors.

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At 28 Regent Circus, Piccadilly, and 8 Grand Hotel Buildings, (under the Grand Hotel) Trafalgar Square. Also at W. F. Gillig & Co.'s American Exchange and Reading-Rooms, 449 Strand.

Time-Books and every information may be obtained.

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General Offices,

London Bridge Station.

(By order)

J. P. KNIGHT,

General Manager.

GREAT EASTERN RAILWAY COMPANY

TO

**Holland, Belgium, Germany,
The Rhine, Switzerland, Austria, Italy, &c.**

Via **HARWICH** (Parkeston Quay) **ROTTERDAM**,
and **ANTWERP**.

The service of this Company is by Express Boat-Trains between London and Harwich (Parkeston Quay), leaving Liverpool Street Station every week-day evening at a fixed hour, and, by Steamers in connection therewith, running between Harwich (Parkeston Quay) and Rotterdam and Antwerp.

The new Steamers of the Company are among the finest running between England and the Continent, having all been specially built for this service, and fitted with all the latest accommodations for Passengers, including Ladies', Dining, and Smoking Saloons, separate Sleeping Cabins, and Lighted by Electricity, &c. The depth of water at Harwich, Rotterdam, and Antwerp is such that the large Steamships of the Company are enabled to come alongside the Quays at all states of the tide. The Steamers are about 1000 tons gross, and 2000 horse power. *They carry no cattle.*

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BETWEEN

THE NORTH OF ENGLAND and THE CONTINENT,

Via **DONCASTER, MARCH**, and **HARWICH** (Parkeston Quay).

The Continental Boat-Train leaves Doncaster every week-day afternoon in connection with the Steamers from Harwich, and Passengers from the North thus save the journey to London. During the Summer a through Carriage is run from Manchester, London Road Station, to Harwich (Parkeston Quay), in connection with the departure and arrival of the Steamers.

Through Tickets are issued at Glasgow, Edinburgh, Newcastle, Durham, York, Hull, Leeds, Bradford, Halifax, Doncaster, Liverpool, Manchester, Sheffield, Gainsboro', Spalding, Sleaford, and Lincoln; and in London at

THE CONTINENTAL BOOKING OFFICE, Liverpool Street Station;

WEST-END BOOKING OFFICE, 44 Regent Street;

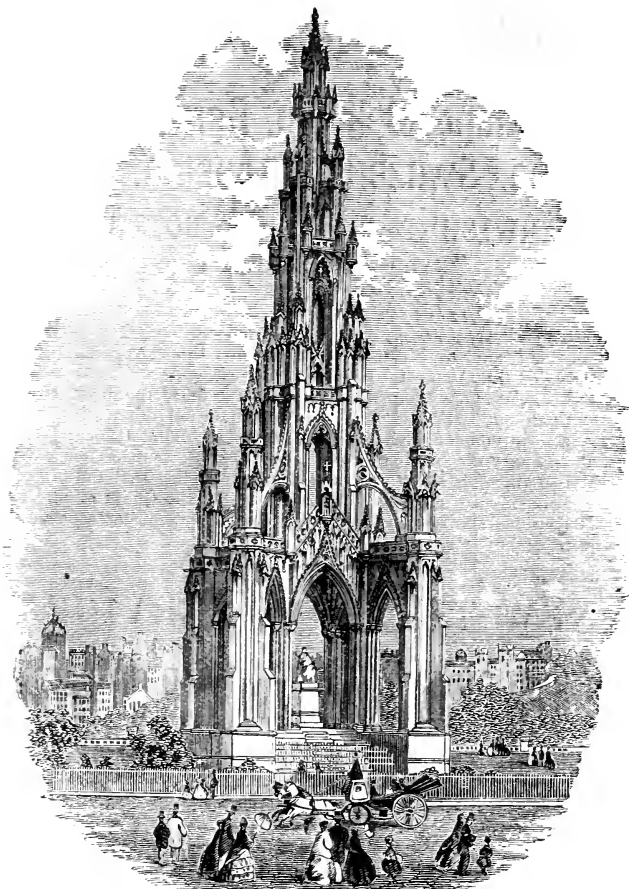
CITY OFFICES, 48 Lime Street; and Blossom's Inn, Laurence Lane, Cheapside.

For Special Third-Class Tickets to Antwerp and Rotterdam, see page 31 of the Great Eastern Railway Company's Continental Time-Book.

For Time-Tables and all further information apply to

F. GOODAY, Continental Traffic Manager,

LIVERPOOL STREET STATION, LONDON, E. C.



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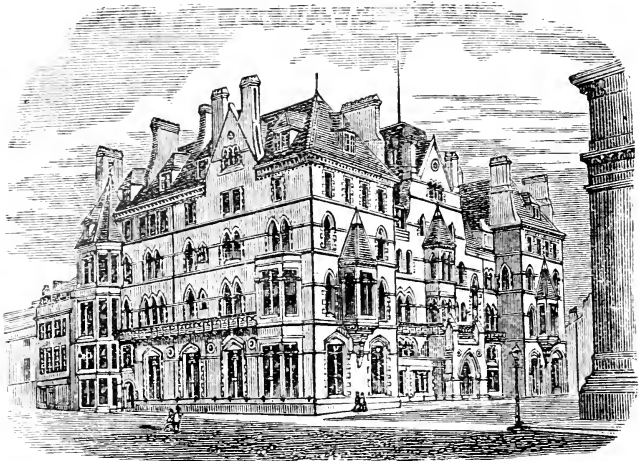
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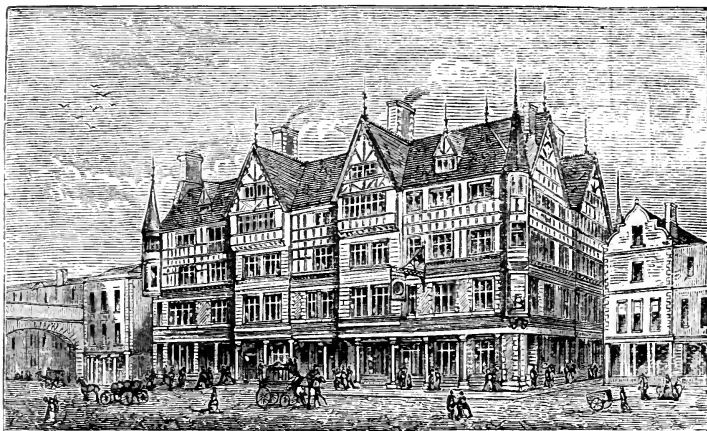
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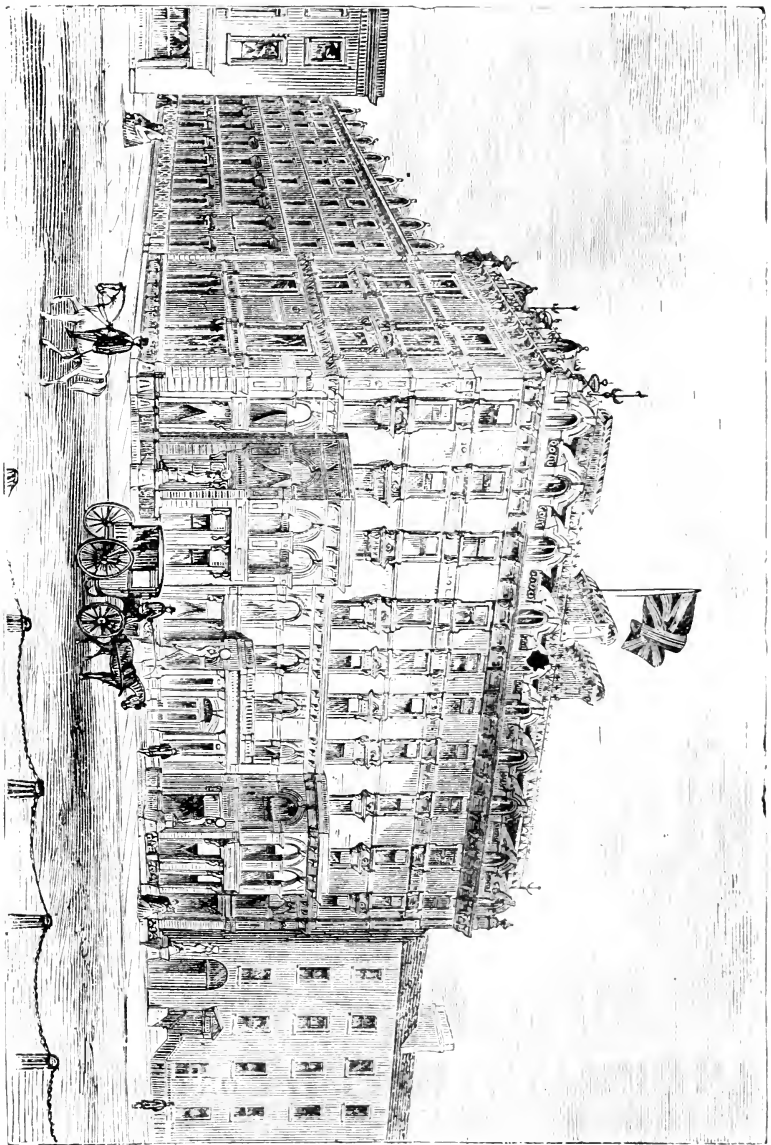
BARCELONA.

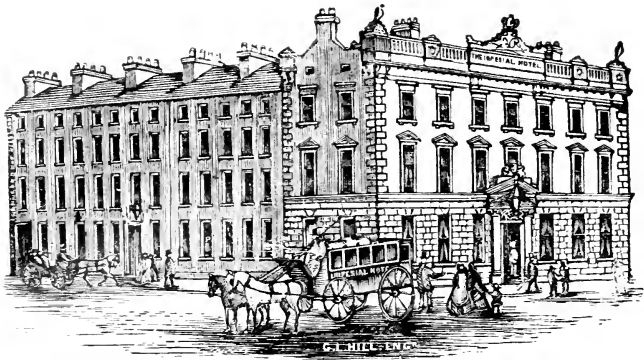
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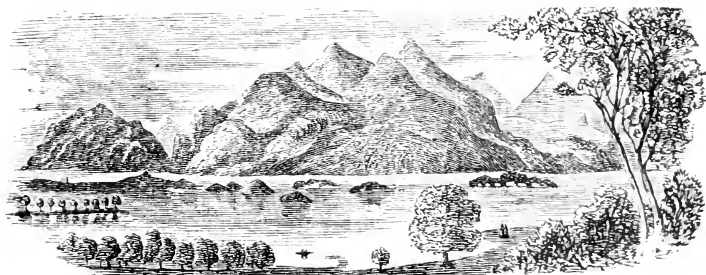


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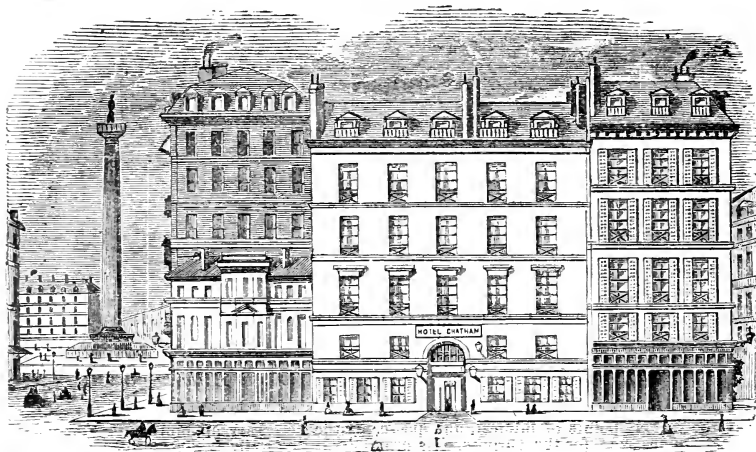
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Restaurant *à la carte* and at Fixed Prices. Much frequented by English and Americans. Private Rooms and Moderate Prices.

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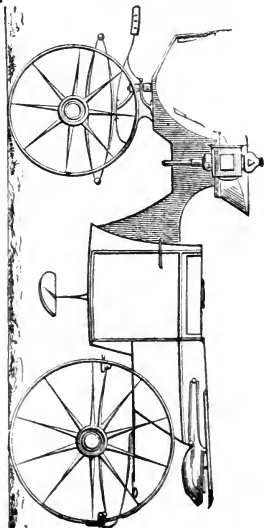
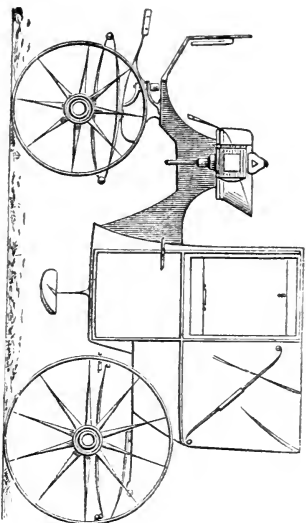
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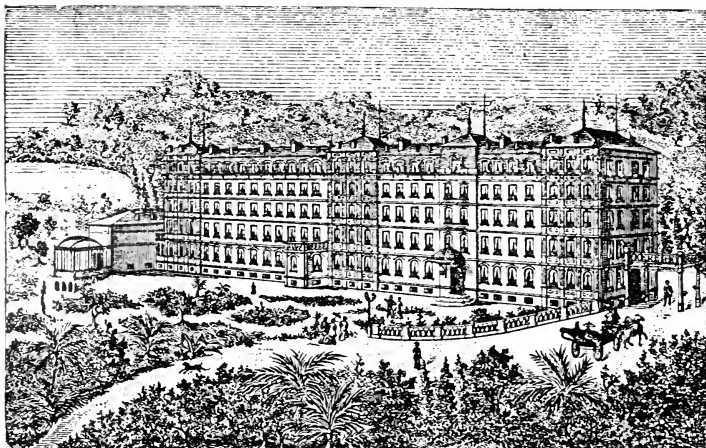
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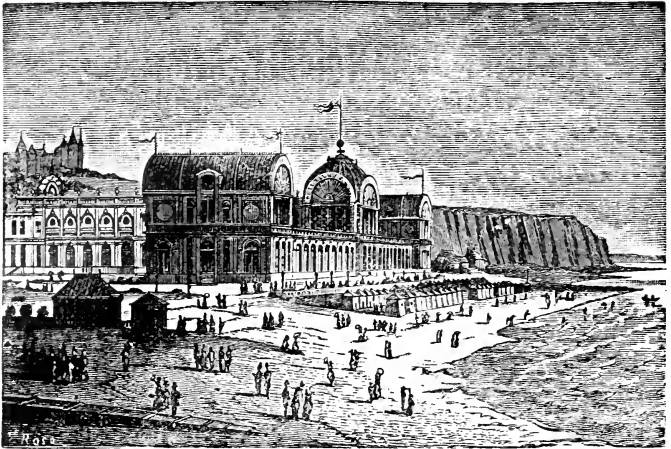
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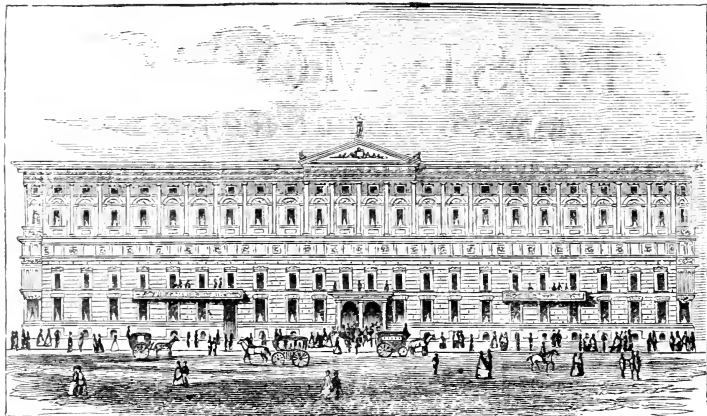
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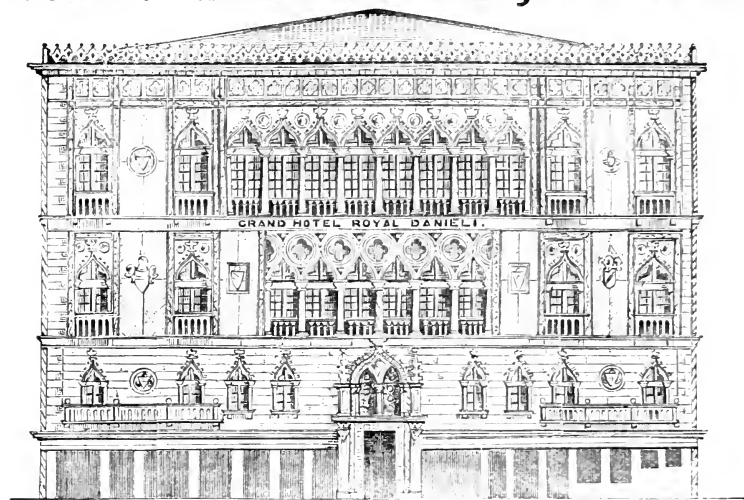
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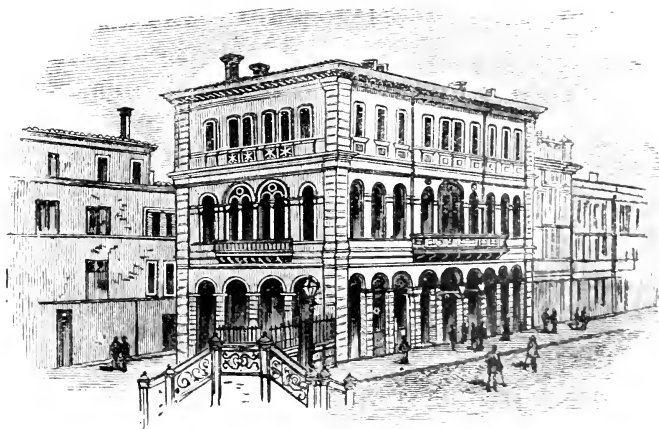
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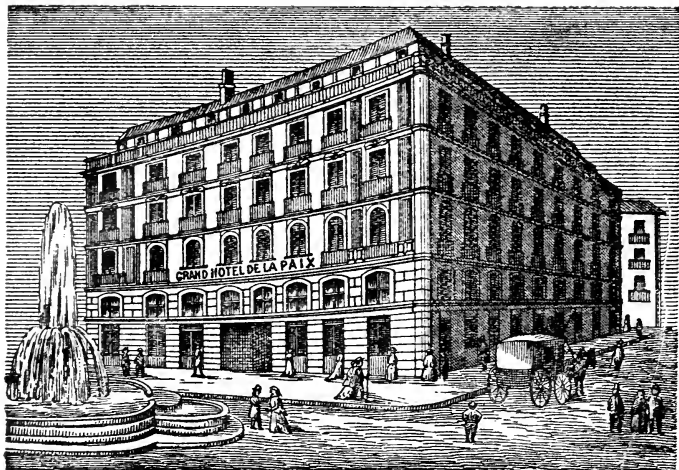
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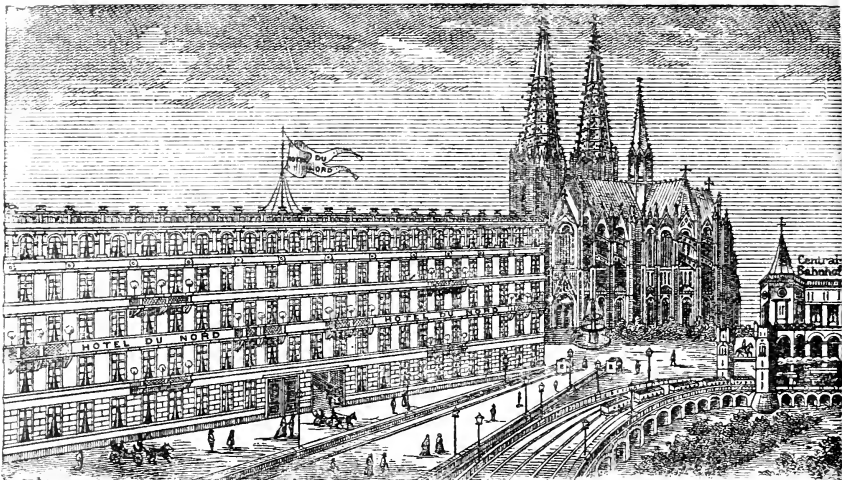
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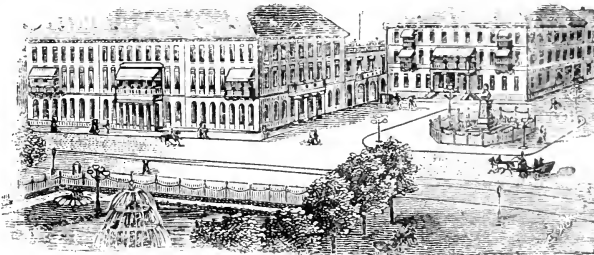
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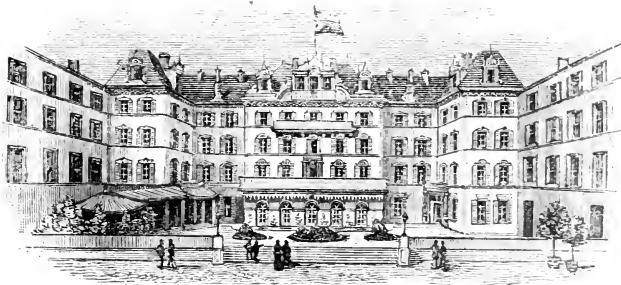
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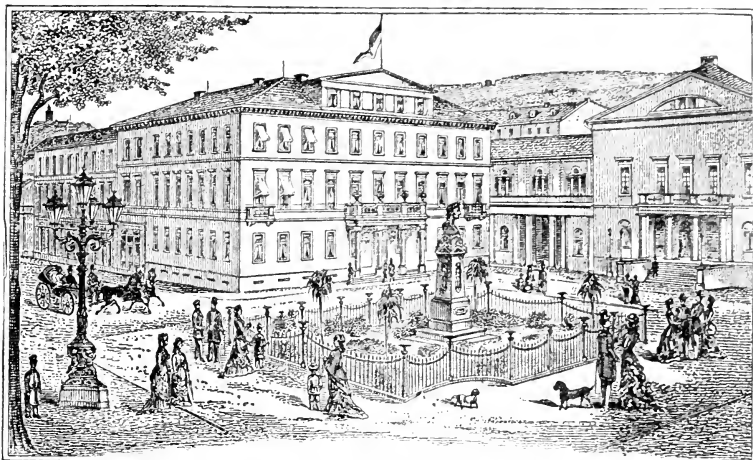
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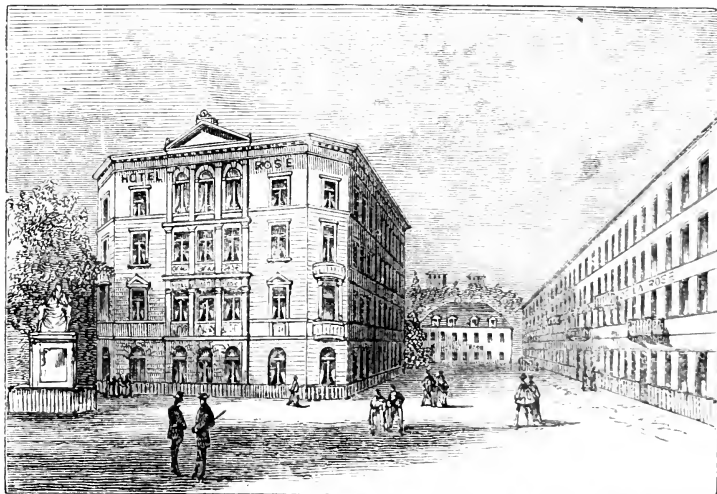
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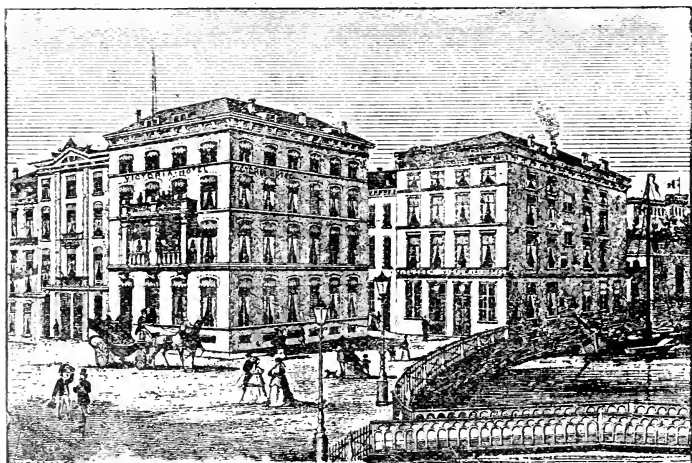
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Comfortable Hotels and Private Houses at moderate prices. Magnificent Kurhaus. Splendid Ladies' Conversation and Reading Rooms, Café, Billiards, with the well-known Restaurant. Close by the Kurhaus vast and beautiful Park, with Orangery. Delicious Walks and Carriage Drives. Charming Environs.

THE SEASON LASTS THE WHOLE YEAR.

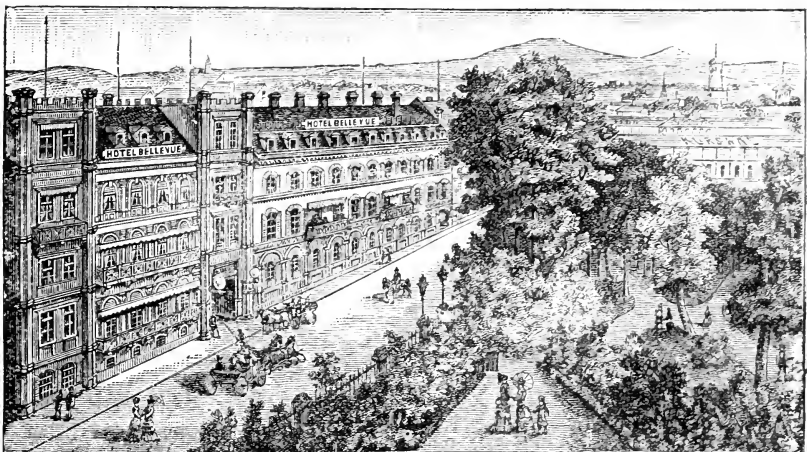
ROTTERDAM.



HOTEL VICTORIA.

First-class House, on the Quai, near the Park. Favorite of American Travelers. American and English Newspapers. Comfort and Satisfaction insured by the Personal Superintendence of the
Proprietor, Mr. TYSSÉN.

HOMBURG.



HOTEL BELLE-VUE.

Opposite the Kursaal, near the Springs.

H. ELLENBERGER, Proprietor.

WILDBAD.

HOTEL KLUMPP.

Mr. WM. KLUMPP, Proprietor.

This First-Class Hotel—containing 45 Saloons and 235 Bedrooms, with a separate Breakfast and new Reading and Conversation Rooms, as well as a Smoking Saloon, and a very extensive and elegant Dining-Room, an artificial Garden over the river—is situated opposite the Bath and Conversation Houses, and in the immediate vicinity of the Promenade. It is celebrated for its Elegant and Comfortable Apartments, Good Cuisine and Cellar, and deserves its wide-spread reputation as an Excellent Hotel. Table d'Hôte at one and five o'clock; Breakfasts and Suppers à la carte. Exchange Office. Correspondent of the principal Banking Houses of London for the payment of Circular Notes and Letters of Credit. Omnibuses of the Hotel to and from each train; fine Private Carriages when requested. Excellent Accommodation.

Heidelberg.—Grand Hotel.

Splendid Situation. Magnificent View from 42 Balconies. Opposite Railway Station and Promenade. English Home Comforts and Moderate Charges.

Proprietor, EMIL THOMA,

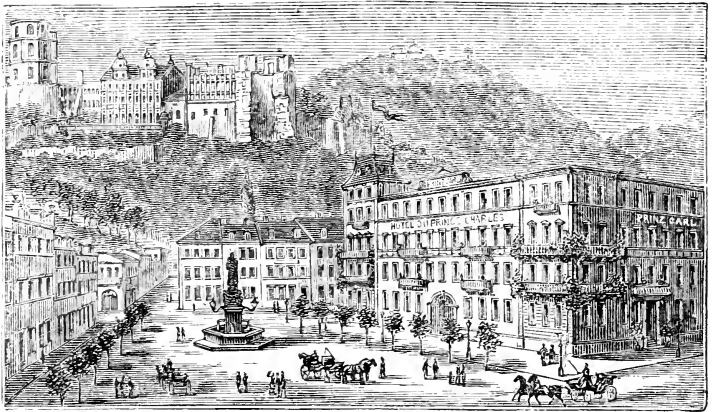
LATE MANAGER VICTORIA HOTEL, VENICE.

WURZBURG.

HOTEL KRÖNPRINZ,

OPPOSITE THE ROYAL PALACE.

JULIUS AMMOU, Proprietor.



Heidelberg.—Hotel Prince Charles.

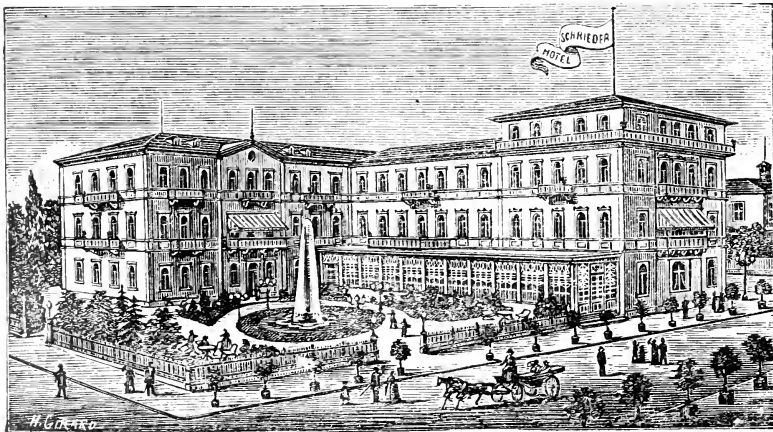
THE HOTEL NEAREST TO THE CASTLE—eight minutes' walk only—and two minutes' walk from the Neckar Bridge. It has the view of the Ruins from nearly all its windows and balconies. Lately considerably enlarged by a new wing, containing, besides a number of Bath-Rooms, a splendid Dining-Room, Breakfast-Room, Reading-Room, and Smoking-Room.

This first-class Family Hotel—patronized by their Royal Highnesses the Prince and Princess of Wales and Prince Alfred—is without question the largest and best situated Establishment in the town for Families and Tourists who are visiting merely the celebrated Castle, or for making a longer stay, being near all the attractive points, and at the foot of the Castle.

The Hotel is conducted on the most liberal scale, under the personal superintendence of the Proprietors,
Messrs. SOMMER & ELLMER.

HEIDELBERG.

The Nearest First-Class Hotel to the Station.



HOTEL SCHRIEDER.

Fine large Garden. Beautiful view of the Castle. First-class Kitchen and very good Wines. Pension during the whole year. Light and Service not charged. Proprietor, WILH. BACK WWE.

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Old Renowned Alkaline Chlor. Sod. Springs of 44-69° C.
Chlor. Lithium Spring of Preponderous Contents.

**NEW GRAND DUCAL BATHING ESTABLISHMENT,
"THE FREDERIC BATHS."**

A model institution, unique for its perfection and elegance. Tub Baths, Russian Vapor Baths, Turkish Baths, Electric Baths, so-called "*Wildbäder*" (thermal water constantly running), Swimming Baths, Rooms for Cold Water Treatment, **Inhalation of Pulverized Mineral Water**, Douches for the Larynx, Pneumatic Apparatus, Douches of all Forms and Temperature, Medicinal Baths of every description. Private Medical Institutions, with Thermal Baths; Pump-Room, with the Mineral Waters of all the most renowned Springs; Whey and Milk Cures; Spring Cures with the Juice of Herbs; Autumn Cures with excellent Grapes

The Conversation-House, with its splendid Concert, Ball, and Reading Rooms, Restaurant and Society Rooms, open throughout the whole year. Grand Concerts, Symphony and Quartette Soirees; Special Concerts by renowned artists. *Bals Parés*, Réunions; Children's Festivals. **Splendid Orchestra** (48 musicians), with solo players; three Concerts daily. Military Concerts. Operas and Comedies. Ballet. Fireworks and Illuminations. Shooting and Fishing. Pigeon Shooting. Grand Races. **Educational Institutions of high order.**

Baden-Baden, surrounded on all sides by luxuriant pine and beech woods, offers opportunities for the most charming walks and excursions. **Excellent Climate; Charming Situation.** Mean annual temperature, +7.14° R.

THE MUNICIPAL COMMITTEE.

GÖNNER, Presiding Mayor.

TH. WEIH, Town Councillor.

BADEN-BADEN.

HOTEL DE LA COUR DE BADE.
BADISCHER HOF.

MAGNIFICENT, FIRST-CLASS ESTABLISHMENT, with Beautiful Gardens. Largest and Finest House in Every Respect. Not to be confounded with the Hotel de la Ville de Bade, near the Station.
Mr. ZIEGLER, Proprietor.

BADEN-BADEN.—HOTEL BELLEVUE.

Beautifully Situated on the Allée de Lichtenthal, in the centre of a Fine Park. Patronized by the Highest Families in Europe. Arrangements.

Mr. RIOTTE, Proprietor.

BADEN-BADEN.

HOTEL STÉPHANIE.

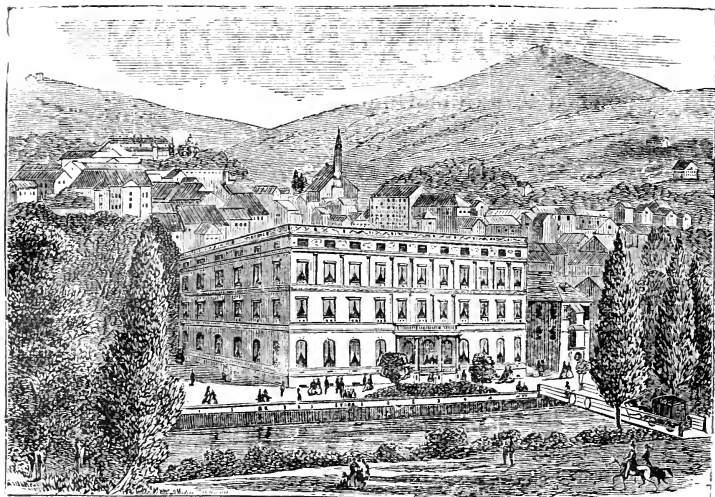
Entrance of the Allée de Lichtenthal, in midst of Fine Grounds. Close to Kursaal, Baths, &c.
C. BRENNER, Proprietor.

BADEN-BADEN.—COURT PHOTOGRAPHER.

W. KUNTZEMÜLLER,

FRIEDRICH-STRASSE, 1.

To the Left of the *Conversationshaus*, between the Theatre and Hotel Messmer.



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O. KAH, PROPRIETOR.

This house is situated in the finest position in Baden-Baden, immediately opposite the Drinkhalle and Conversation-House. Splendidly furnished. Fine Wine-Cellar. Cuisine not surpassed by any in Germany.

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First-Class Establishment, with a beautiful Garden nearest the Conversation-House and Frederics Baths.

Fixed moderate charges for everything. Excellent Cooking. Prize Medals for Wines: Vienna, 1873, Philadelphia, 1876, &c.

Arrangements made for a prolonged stay.

A. ROESSLER, Proprietor.

BADEN-BADEN.

HOTEL DE RUSSIE.

FIRST-CLASS HOUSE OF OLD STANDING,

Thoroughly renovated and refurnished. Beautiful situation on the Promenade, near the Kursaal, in its own Garden, commanding a fine view. Elegantly Furnished. Good Cuisine and Attendance.

A. & G. MOERCH, Proprietors.

HOTEL VICTORIA, BADEN-BADEN.

F. GROSHOLZ, Proprietor.

This first-class Hotel is beautifully situated in the immediate vicinity of the promenade and conversation-house, and contains 140 rooms and saloons for private families and single persons. The table and wines are the very best; prices moderate. Table d'hôte, 5 o'clock.

ENGLISH SPOKEN BY ALL THE SERVANTS.

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Centre of the world-renowned Black Forest Railroad of Baden.

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LOUIS BIERINGER, Proprietor.

Opened 1877. The Grandest Establishment of the Black Forest. First-Class House, situated in the most beautiful part of the town and valley, in the immediate vicinity of the Waterfall. Honored in 1877 by a visit of His Majesty the Emperor of Germany. Most favorably known by all tourists. 900 feet above the sea. 80 most elegantly furnished Rooms and Saloons, with 26 balconies and 120 beds; large shady Terrace, with Pavilion; spacious Breakfast and Dining Saloon; Smoking, Reading, and Conversation Rooms; Warm, Cold, and Shower Baths on every floor.

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Table d'Hôte at one and five o'clock. Omnibus at the Railway Station. Carriages for Excursions. English, French, and Italian Conversation. Carefully selected Newspaper Literature. Waterfall illuminated by Bengal Lights once a week.

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HOTEL KONGEN OF DENMARK.

THIS FIRST-CLASS HOTEL, much frequented by the highest class of English and American travellers, affords first-rate accommodation for Families and Single Gentlemen. Splendid situation, close to the Royal Palace, overlooking the King's Square. Excellent Table d'Hôte. Private Dinners. Best Attendance. Reading-Room. Hot Baths. Lift. English, French, German, and American newspapers. All languages spoken. *Very moderate charges. The only Vienna Coffee-House.*

R. KLÜM, Proprietor,

Karlsruhe.—HOTEL GERMANIA,

SITUATED A FEW MINUTES FROM THE RAILWAY STATION, ON THE PUBLIC GARDENS.

This First-class Hotel is furnished with every modern comfort. 100 Rooms and Suites of Apartments. Bed and attendance from 2 Marks. The whole of the house heated so as to insure comfort to Winter Visitors, for whom also Special Arrangements are made. Baths; Lift. Omnibuses at the Station.

JOSEF LEERS, Proprietor.

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In a most beautiful position, with free outlook on all sides.

Near the Bath Establishment, the Promenade, and Springs.

120 Rooms, 20 Balconies, and Fire-proof Stairways. Large, shady Terrace and beautiful Grounds.

Known as one of the best and most-frequented hotels of Kissingen.

Excellent Cuisine and Attendance. Large Table d'Hôte and moderate prices. Omnibus at Station.

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HOTEL KAISERHOF.

First-Class House, in beautiful situation, opposite the Promenade, and close to the Springs and Establishment of Baths.

Good Cuisine and Attendance. Arrangements made for a long stay. Omnibus at Railway Station.

MUNICH.

MERK, JEWELLER,

13 ODEONSPLATZ.


Every Variety at Wholesale Prices. Prizes and Decorations at several Exhibitions for Excellence of Workmanship.

TYROL, AND THE SKIRT OF THE ALPS.

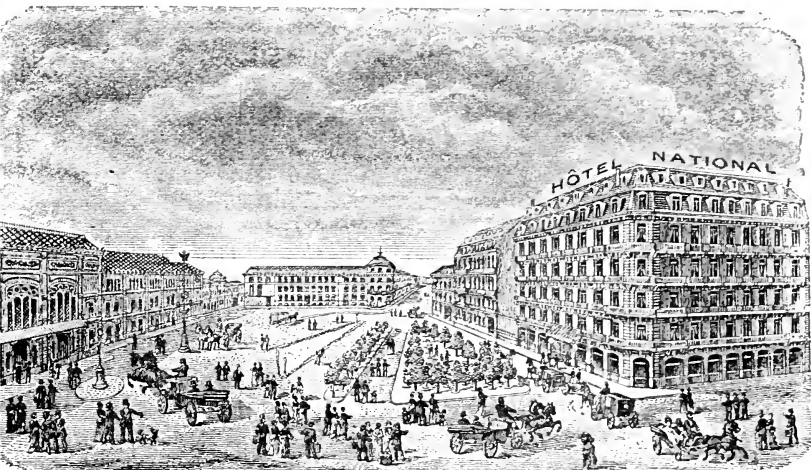
BY GEORGE E. WARING, JR.

Illustrated. 8vo, Cloth, \$3.00.

Published by HARPER & BROTHERS, New York.

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STRASBURG.



HOTEL NATIONAL.

This first-class establishment of modern construction, opposite the station, with a splendid view of the Vosges range, unites all the best conditions of comfort and elegance. *Recherché Cuisine, Table d'Hôte and Restaurant à la Carte.* Genuine Wines of the Best Vintages. Conversation and Reading Rooms. Baths on all Floors. Perfected Lift. Moderate Charges.

L. OSTERMANN, formerly Co-proprietor and Director of the Hotel de Paris.

NUREMBERG.

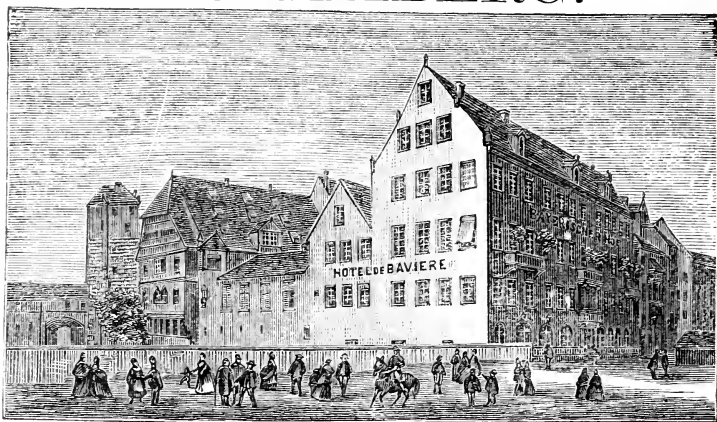


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First-Class House. Newly Built. 150 Rooms. Central situation near Churches, Museums, Theatre, &c. Baths and Carriages. Omnibus at Station.

RENNER BROS., Proprietors.

NUREMBERG.



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This First-Class and Superior Hotel, situated in the centre of the town, close to the river, is highly spoken of by English and American Travelers for its general comfort and moderate charges.

ENGLISH AND FOREIGN NEWSPAPERS.

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American and English Bankers;

Correspondents and Agents

OF THE FIRST BANKING-HOUSES OF EUROPE AND THE UNITED STATES OF AMERICA.

HOTEL D'ANGLETERRE (Englischer Hof).—PRAGUE.

PROPRIETOR, MR. F. HUTTIG.

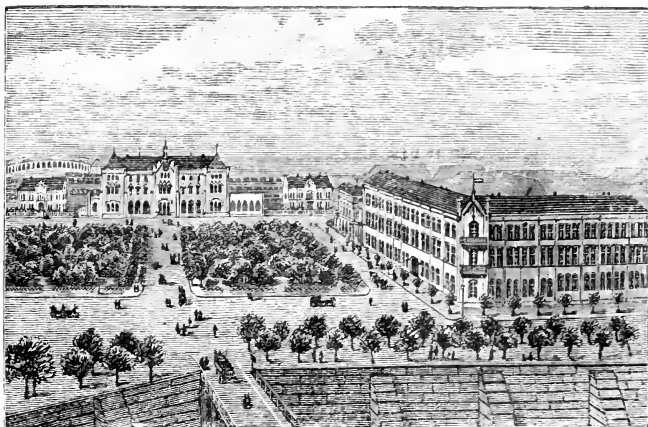
This first-rate Establishment is much frequented by English travelers for its moderate charges, comfort, and cleanliness. It is situated near the Railway Station and Post-Office. Table d'hôte, 4 o'clock. Dinner à la carte or at fixed price at any hour. English newspapers, English and French spoken.

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Has the greatest stock of finished and unfinished Embroideries. The new rooms are furnished with a rich and tasteful stock of all articles in this branch, which enables him to execute every order given.

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STAINED GLASS

OF EVERY DESCRIPTION.

Königliche Aufglasmalerei.

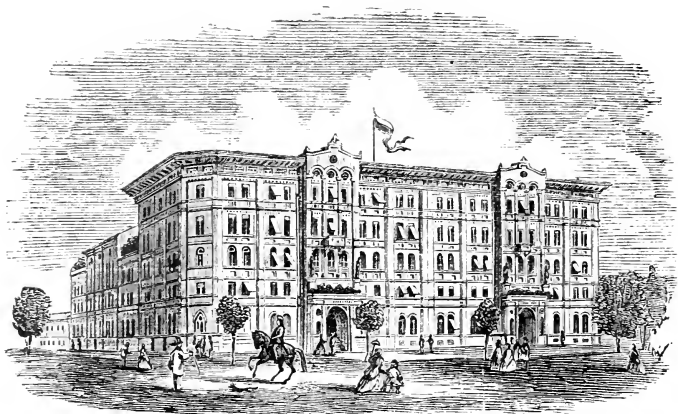
ROYAL BAVARIAN COURT MANUFACTORY.

Visitors to Munich are invited to inspect the chefs-d'œuvres, finished and in course of preparation.

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CLOSE TO THE MAXIMILIANSTRASSE.

HERR F. X. ZETTLER, Director.



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AUG. SCHIMONHEIRS.

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supervision of the

Proprietor, Mr. H. STRAUB.

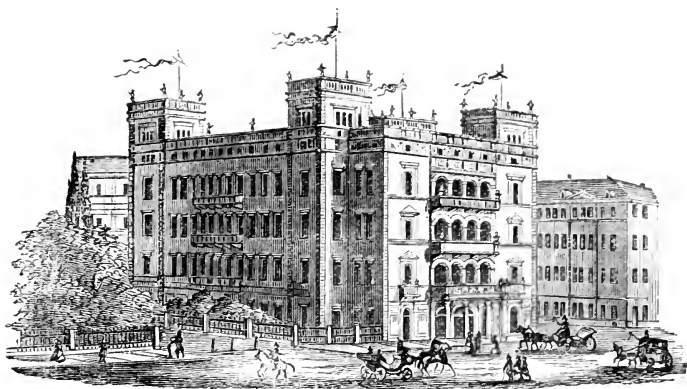
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This first-rate Establishment,
SITUATED NEAR THE GREAT PUBLIC PROMENADE,
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DRESDEN. PROELSS' SONS,

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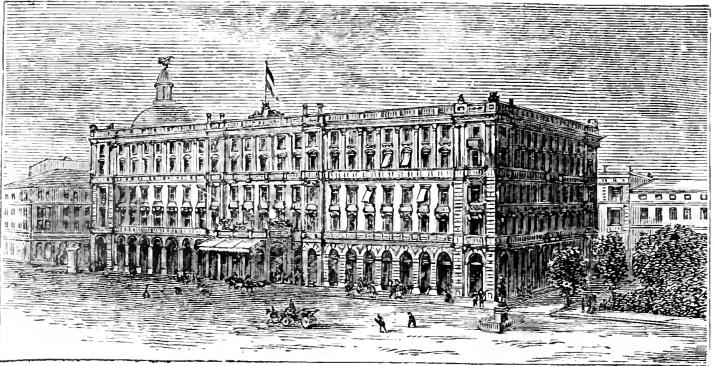
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**Ready-Made Linen and Embroideries, Shirting, Huckabacks,
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Beautiful Position on Square of Same Name, near Station. First-Class, Elegant House, with Garden and every Modern convenience.

C. ISERLOH, Proprietor.

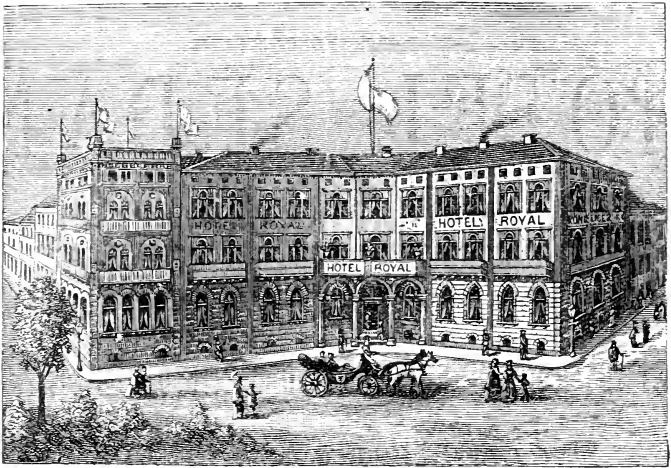
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F. VOLKERS, Proprietor.

PYRMONT (Baths of).—GRAND HOTEL DES BAINS.

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Magnificent. Lately Opened.

HOTEL OF FIRST RANK ON THE JUNGFERSTIEG,

With Beautiful View of both the Alster Harbors.

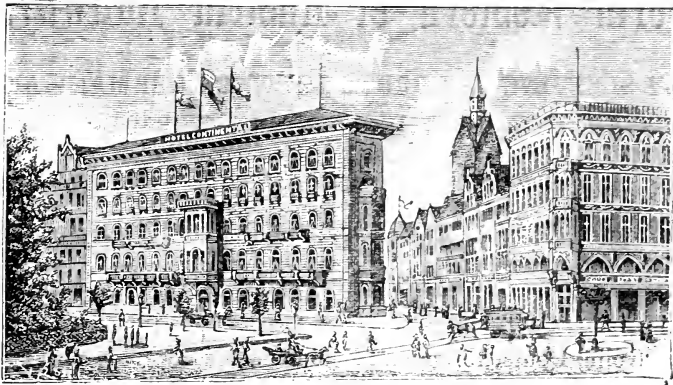
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200 ROOMS AND SALOONS.

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C. UHL, Director.

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First-class Hotel, close to the Royal Theatre and Central Railway Station, in the best part of the Town, surrounded by Promenades. Hydraulic Lift. 150 Rooms with every comfort. Large and well-aerated Dining-Room. Ladies', Reading, and Smoking Saloons. Prices in each Room, from 2 mk. 50 pf., including Light and Service. Balconies and splendid view. Exquisite cooking. Good Wines. Comfortable Bath-Room on each floor. Restaurant in the Paris style. Careful attendance under the personal direction of

Carl Fitz.

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O. SCHILLER, Prop.

North Western of Austria Railway.

ONLY SLEEPING-CAR ROUTE BETWEEN GERMANY AND
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AND PRAGUE,

TO VIENNA.

From Hamburg, via Stendal, Röderau, Riesa, Dresden, Lissa, Kolin, Deutschbrod, and Znaim.

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From Dresden, via Lissa, Kolin, Deutschbrod, and Znaim.

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(Exclusive of first-class railway fare.)

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Berlin to Vienna, 15 h. 12 m., 12 marks; *Dresden to Vienna*, 11 h. 44 m., 6 marks.

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See map and text.

N.B.—Further information supplied on addressing station-masters, or the

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HOTEL DE SAXE.

Patronized by Imperial Family of Austria. Beautiful Part of Town (Hybernstrasse), close to Dresden and Vienna Stations.

Most Elegantly Furnished, with Exceptionally Moderate Prices.

V. BENES, Proprietor.

PRAGUE.—HOTEL VICTORIA.

New First-class Family Hotel. English Landlady.

CORNER JUNGMANN'S AND PALACKYSTRASSE.

O. & H. WELZER, Proprietors.

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Zeltnerstreet (Old Town). **F. STICKEL, Proprietor.**

This Hotel is situated at no great distance from the Terminus of the Railway to Dresden and Vienna, the Post and Telegraph Offices, the Custom-house, the Theatre, and other public buildings. Warm and Cold Baths. English and French newspapers.

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Mr. KROP, Proprietor.

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Arrangements made for the Season.

RITTER-WOLBOLD, Proprietor.

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All information given and lodgings secured in Teplitz by the Bäder-inspectorat of Teplitz, and in Schönau by the Bürgermeisteramt of Schönau.

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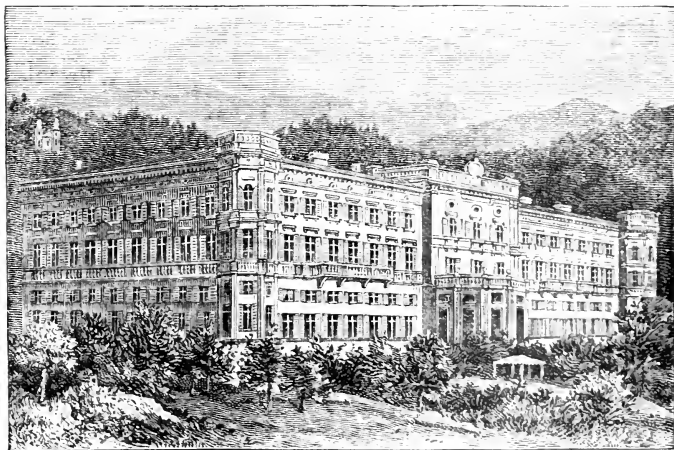
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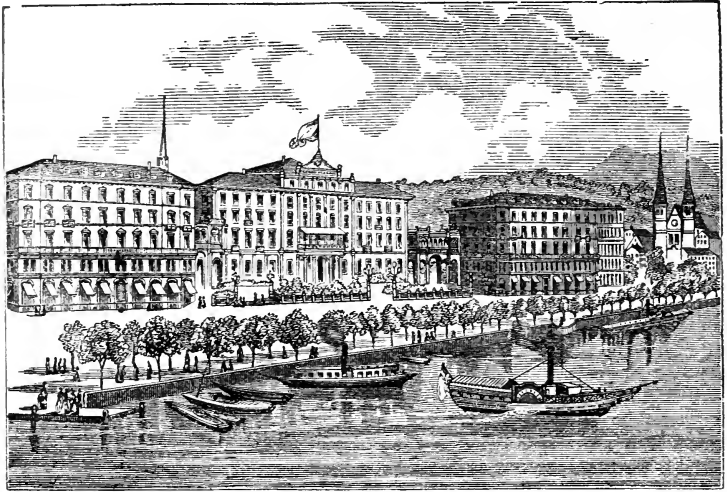
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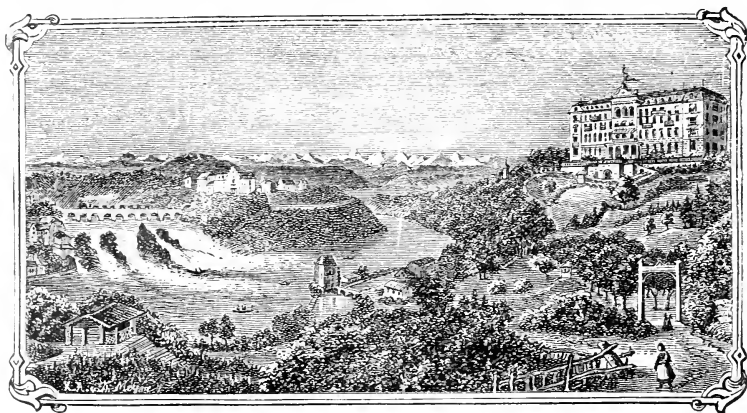


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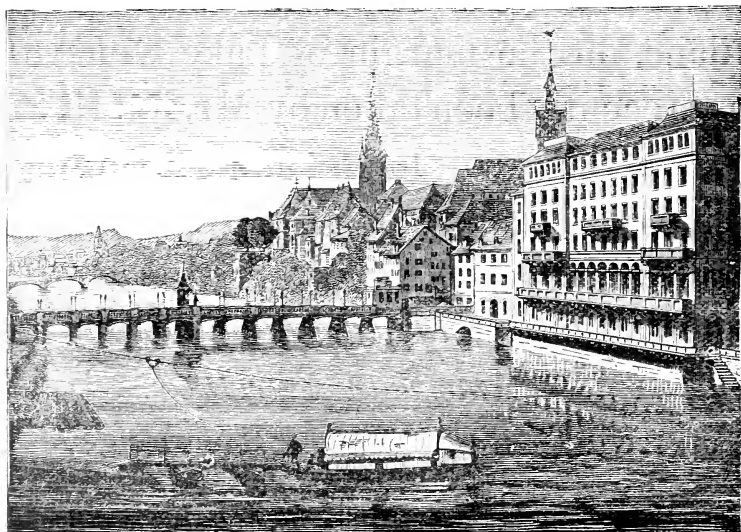
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From ATHENS (PIRÆUS).	Every Saturday at 8 P.M., via Syra. Arrival follow- ing Thursday at 6 P.M.	Every second Thursday from Jan. 29 at 4 P.M., direct by Corfu and Pa- tras. Arrival following Wednesday at 3 P.M.	Every Tuesday at 8 P.M., via Syra. Arrival follow- ing Friday at 8 A.M.	Every Tuesday at 6 P.M., by Fiume, Brindisi, and Syra. Arrival second Thursday at 9 A.M.
From CONSTANTINOPLE.	Every Friday at 5 P.M. Arrival following Thursday at 6 P.M.	Every Friday at 5 P.M., via Syra. Arrival follow- ing Monday at 8 A.M.		Every Tuesday at 8 P.M., via syra. Arrival following Thursday at 9 A.M.
From SMYRNA.	Every Saturday at 4 P.M., via Syra. Arrival follow- ing Thursday at 6 P.M.	Every second Saturday from Dec. 31 at 2 P.M., direct. Arrival following Friday at 4 P.M.	Every Saturday at 3 P.M. Arrival following Monday at 2.30 A.M.	Every Thursday at 4 P.M. Arrival following Saturday at 3 A.M.
From BEYROUT.	Every Saturday at 4 P.M., by Syra, Brindisi, and Fiume. Arrival second Monday at 4 P.M.	Every Saturday at 4 P.M., via Syra. Arrival following Monday at 8 A.M.		
From ALEXANDRIA.	Every Wednesday, via Alexandria. Arrival second Monday at 11 A.M.	Every second Monday from Jan. 2d at 7 P.M., via Smyrna and Syra. Arrival following Monday at 8 A.M.	Every second Monday from Jan. 2d at 7 P.M. Arrival following Monday at 2.30 A.M.	Every second Monday from Jan. 2d at 7 P.M. Arrival following Friday at 11 A.M.
From PORT-SAÏD.	Every Tuesday at 5 P.M. Arrival following Monday at 11 A.M.	Every second Tuesday from Jan. 10th at 6 P.M., via Smyrna and Syra. Arrival following Mon- day at 8 A.M.	Every second Tuesday from Jan. 10th at 6 P.M. Arrival following Monday at 2.30 A.M.	Every second Tuesday from Jan. 10th at 6 P.M. Arrival following Friday at 9.30 A.M.
From SALONICA.	Every second Friday from Dec. 30 at 11 A.M., via Syra, Smyrna, and Syra. Arrival second Monday at 8 A.M.	Every second Saturday from Dec. 31 at 5 P.M., via Syra, Smyrna, and Syra.	Every second Friday from Dec. 30 at 11 A.M., via Syra. Arrival second Monday at 2.30 A.M.	Every second Friday from Dec. 30 at 11 A.M., via Syra. Arrival follow- ing Friday at 11 A.M.
	Every Saturday morning, via Alexandria and Corfu. Arrival second Monday at 11 A.M.	Every second Saturday from Jan. 7th at noon, via Alexandria, Smyrna, and Syra.	Every second Saturday from Dec. 31 at 5 P.M., via Syra.	Every second Saturday from Dec. 31 at 5 P.M., via Syra. Arrival follow- ing Friday at 11 A.M.
	Every second Saturday from Jan. 7th at noon, via Alexandria, Smyrna, and Syra. Arrival sec- ond Thursday at 6 P.M.	Every second Saturday from Jan. 7th at noon, via Alexandria, Smyrna, and Syra.	Every second Saturday from Jan. 7th at noon, via Alexandria.	Every second Saturday from Jan. 7th at noon, via Alexandria. Arrival following Friday at 9.30 A.M.
	Every second Thursday at 6 P.M.	Arrival second Monday at 8 A.M.	Arrival second Monday at 2.30 A.M.	Arrival second Monday at 2.30 A.M.
	Every second Wednesday from Jan. 4th at 4 P.M., direct, or via Piræus. Arrival second Thursday at night.	Every second Wednesday from Jan. 4th at 4 P.M. Arrival following Friday at 4 P.M.	Every second Sunday from Jan. 8th at 8 A.M. Arrival following Thursday at 10 A.M.	Every second Wednesday from Jan. 4th at 4 P.M., via Piræus and Syra. Arrival second Thursday at 9 A.M.
				Every second Sunday from Jan. 8th at 8 A.M., via Constantinople. Arrival following Saturday at 3 A.M.

between Ports mentioned below. 1885. AUSTRIAN LLOYD.

To BEYROUT.	To ALEXANDRIA.	To PORT-SAID.	To SALONICA.
Every second Friday from Jan. 6th at noon, via Alexandria. Arrival second Monday at 4.30 A.M.			Every second Saturday from Dec. 31 at noon, via Syria and Piræus. Arrival following Saturday at 8.30 A.M.
Every second Saturday from Jan. 7th noon, via Syria and Smyrna. Arrival second Wednesday, 5 A.M.	Every Friday at noon. Arrival following Thursday at 6 A.M.	Every Friday at noon, via Alexandria. Arrival second Saturday at 5 A.M.	Every second Thursday from Dec. 29 at 4 P.M. Arrival second Saturday at 8.30 A.M.
Every second Friday from Dec. 30 at noon, via Alexandria. Arrival second Tuesday at 9.30 A.M.			
Every second Tuesday from Jan. 10th at 8 P.M., via Syria and Smyrna. Arrival following Wednesday at 5 A.M.	Every second Tuesday from Jan. 3d at 8 P.M., via Syria and Smyrna. Arrival following Tuesday at 7.30 A.M.	Every second Tuesday from Jan. 10th at 8 P.M., via Syria and Smyrna. Arrival second Friday at 8.45 A.M.	Every second Thursday from Jan. 5th at 10 A.M. Arrival following Saturday at 8.30 A.M.
Every second Tuesday from Jan. 3d at 8 P.M., via Syria, Smyrna, and Alexandria. Arrival second Monday at 4.30 A.M.	Every second Tuesday from Jan. 10th at 8 P.M., via Syria, Smyrna, and Syria. Arrival following Sunday at 6 A.M.	Every second Tuesday from Jan. 3d at 8 P.M., via Syria, Smyrna, and Alexandria. Arrival second Saturday at 5 A.M.	
Every second Thursday from Dec. 29 at 4 P.M. Arrival following Wednesday at 5 A.M.	Every second Thursday from Jan. 5th at 4 P.M. Arrival following Tuesday at 7.30 A.M.	Every second Thursday from Dec. 29 at 4 P.M. Arrival second Friday at 8.45 A.M.	Every second Saturday from Dec. 31 at 2 P.M. Arrival following Tuesday at 3 P.M.
Every second Thursday from Jan. 5th at 4 P.M., via Alexandria. Arrival second Monday at 4.30 A.M.	Every second Thursday from Dec. 29 at 4 P.M., via Syria. Arrival second Sunday at 6 A.M.	Every second Thursday from Jan. 5th at 4 P.M., via Alexandria. Arrival second Saturday at 5 A.M.	
Every second Saturday from Dec. 31 at noon. Arrival following Wednesday at 5 A.M.	Every second Saturday from Jan. 7th at 4 P.M. Arrival following Tuesday at 7.30 A.M.	Every second Saturday from Dec. 31 at noon. Arrival following Friday at 8.45 A.M.	Every second Saturday from Dec. 31 at 4 P.M., via Syria and Piræus. Arrival following Saturday at 8.30 A.M.
Every second Saturday from Jan. 7th at 4 P.M., via Alexandria. Arrival second Monday at 4.30 A.M.	Every second Saturday from Dec. 31 at noon, via Syria. Arrival second Sunday at 6 A.M.	Every second Saturday from Jan. 7th at 4 P.M., via Alexandria. Arrival following Saturday at 5 A.M.	
	Every second Wednesday from Jan. 4th at 7 P.M. Arrival following Sunday at 6 A.M.	Every second Wednesday from Jan. 4th at 7 A.M. Arrival following Friday at 8.45 A.M.	Every second Monday from Jan. 2d at 7 P.M., via Smyrna, Syria, and Piræus. Arrival third Saturday at 8.30 A.M.
	Every second Wednesday from Jan. 11th at 7 A.M. Arrival following Sunday at 6 A.M.	Every second Wednesday from Jan. 11th at 7 A.M. Arrival following Friday at 8.30 A.M.	Every second Monday from Jan. 2d at 7 P.M., via Constantinople or Dardau. Arrival third Tuesday at 3 P.M.
Every second Friday from Dec. 30 at 11 A.M. Arrival following Monday at 4.30 A.M.			Every second Tuesday from Jan. 10th at 6 P.M., via Smyrna, Syria, and Piræus. Arrival second Saturday at 8.30 A.M.
Every second Friday from Jan. 6th at 9 A.M. Arrival following Tuesday at 9.30 A.M.		Every Friday morning. Arrival following day at 5 A.M.	
Every second Saturday from Dec. 31 at 5 P.M. Arrival following Monday at 4.30 A.M.	Every second Saturday from Jan. 7th at noon. Arrival following day at 6 A.M.		Every second Saturday from Jan. 7th, at noon, via Alexandria, Smyrna, Syria, and Piræus. Arrival in 14 days (Saturday) at 8.30 A.M.
Every second Sunday from Jan. 8th at noon. Arrival following Tuesday at 9.30 A.M.	Every second Saturday from Dec. 31 at 10 A.M. Arrival following day at 6 A.M.		
Every second Wednesday from Jan. 4th at 4 P.M., via Piræus, Syria, and Smyrna. Arrival in 2 weeks (Wednesday) at 5 A.M.	Every second Wednesday from Jan. 4th at 4 P.M., via Piræus, Syria, and Smyrna. Arrival third Sunday at 6 A.M.	Every second Wednesday from Jan. 4th at 4 P.M., via Piræus, Syria, and Smyrna. Arrival third Friday at 8.45 A.M.	
Every second Sunday from Jan. 8th at 8 A.M., via Constantinople and Smyrna. Arrival second Wednesday at 5 A.M.	Every second Sunday from Jan. 8th at 8 A.M., via Constantinople and Syria. Arrival in 14 days (Sunday) at 6 A.M.	Every second Sunday from Jan. 8th at 8 A.M., via Constantinople and Syria. Arrival second Friday at 8.45 A.M.	

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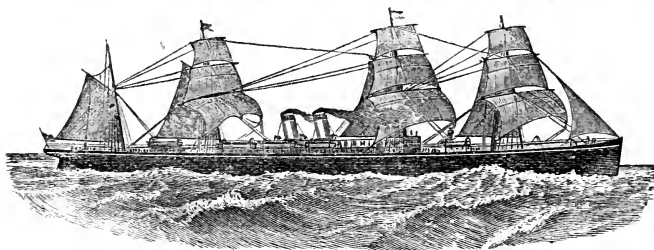
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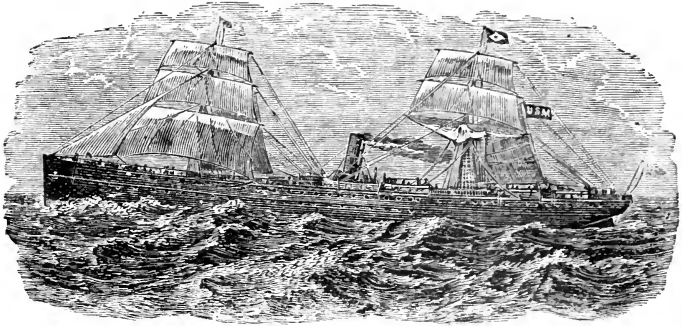
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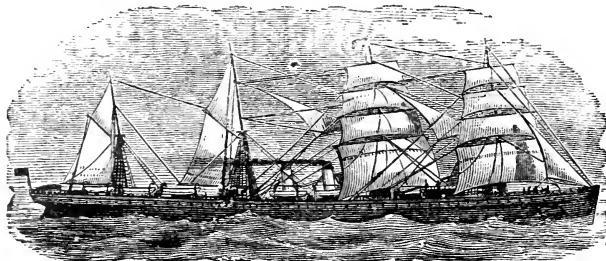
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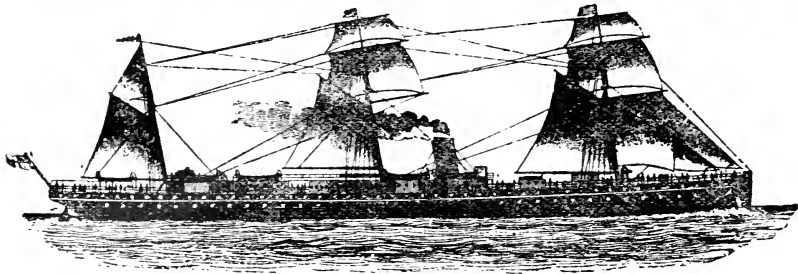
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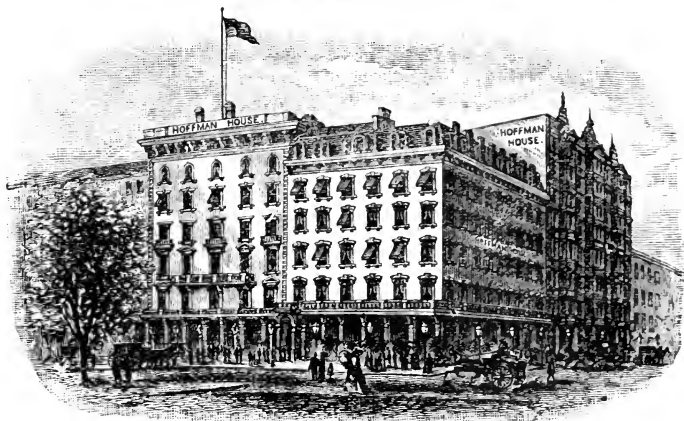
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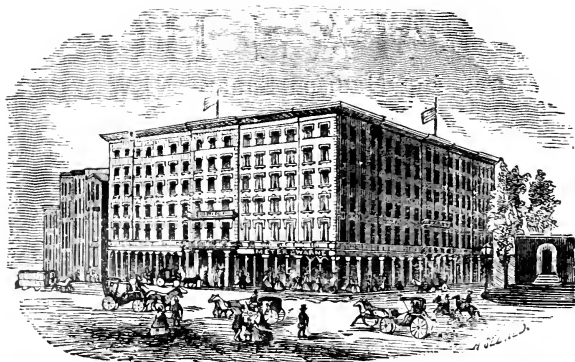
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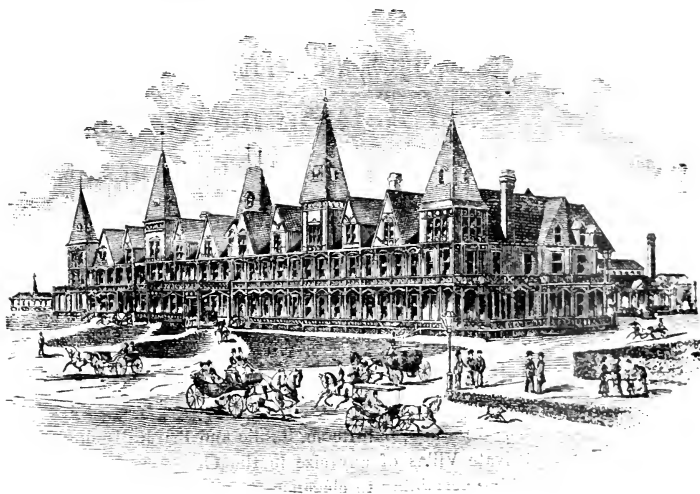
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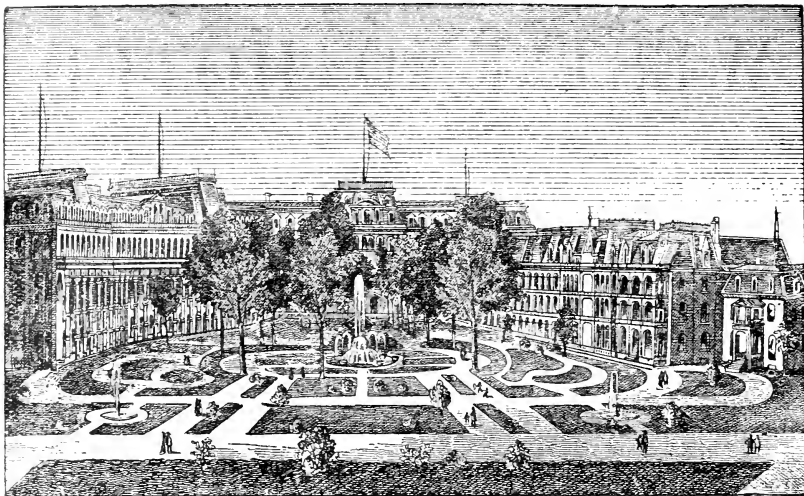


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FROM NAPOLEON III.

4th November, 1871.

Monsieur W. PEMBROKE FETRIDGE, Paris.

MONSIEUR,—The Emperor has charged me to inform you that he has received your letter, also your history of the Paris Commune.

His Majesty has read the work with the greatest interest, and has requested me to express to you his sincere thanks.

Receive, Monsieur, the assurance of my distinguished consideration.

COUNT DAVILLIER.

FROM MR. WASHBURNE.

LEGATION OF THE UNITED STATES, PARIS, *October 27th, 1871.*

MY DEAR MR. FETRIDGE:

You have my sincere thanks for sending me a copy of your history of the Commune of Paris. I have read it with great pleasure. You have grouped together the facts and given your narrative all the interest of a romance. In after-years the perusal of it will bring to our minds the wonderful events which you and I witnessed, and which filled the civilized world with horror.

Believe me, my dear Mr. Fetridge,

Very sincerely and truly yours,

E. B. WASHBURNE.

W. PEMBROKE FETRIDGE, Esq., Paris.

FROM GENERAL READ, *United States Consul General.*

PARIS, 37 AVENUE D'ANTIN, CHAMPS ELYSÉES, *November 9th, 1871.*

My most sincere thanks attend you, my dear Mr. Fetridge.

I have read the history of the Commune with absorbing interest, and I must frankly confess that you have deprived me of two nights' rest. Not that I look upon my time as lost, for your narrative is wonderfully attractive. It is also so consecutive in its treatment that the stirring and terrible scenes of that most remarkable drama in French history, through which we both passed, arise before me with almost painful accuracy.

You have given to the world the most complete and the most picturesque idea of the extraordinary events of the Second Siege which has appeared.

A somewhat intimate acquaintance with the difficulties attending such a literary performance—among others the apparent impossibility of separating fact from fiction—enables me to congratulate you most heartily upon the tact and judgment which you have displayed in the construction of your work.

You and I do not agree upon certain points; but, when we differ, I am led to respect your ability, and to admire the skill with which you present certain arguments to which I can not entirely give my assent.

You deserve great credit for having remained in your exposed quarters, coolly watching the events whose progress you were chronicling moment by moment. Having witnessed your *sang froid* during the most trying hours, I am happy to bear my personal testimony to your entire fitness to judge dispassionately the situation.

With renewed acknowledgments, therefore, and great respect, I have the honor to remain, my dear Mr. Fetridge, your friend,

JOHN MEREDITH READ, JR., M.R.S.A., F.R.S.N.A.

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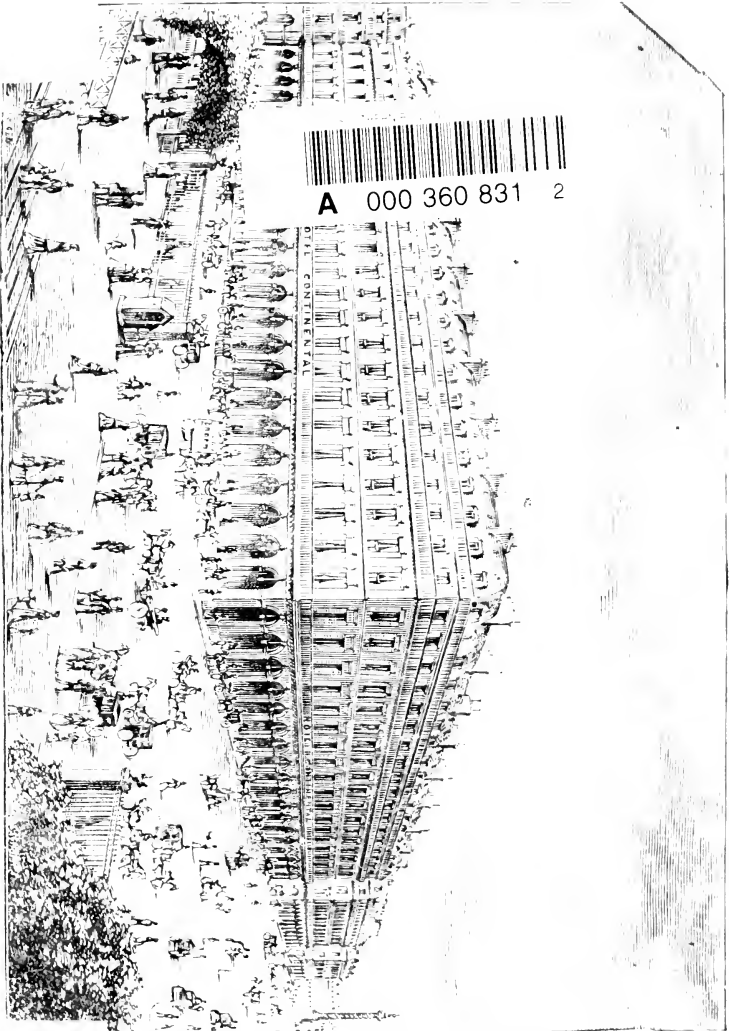
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