

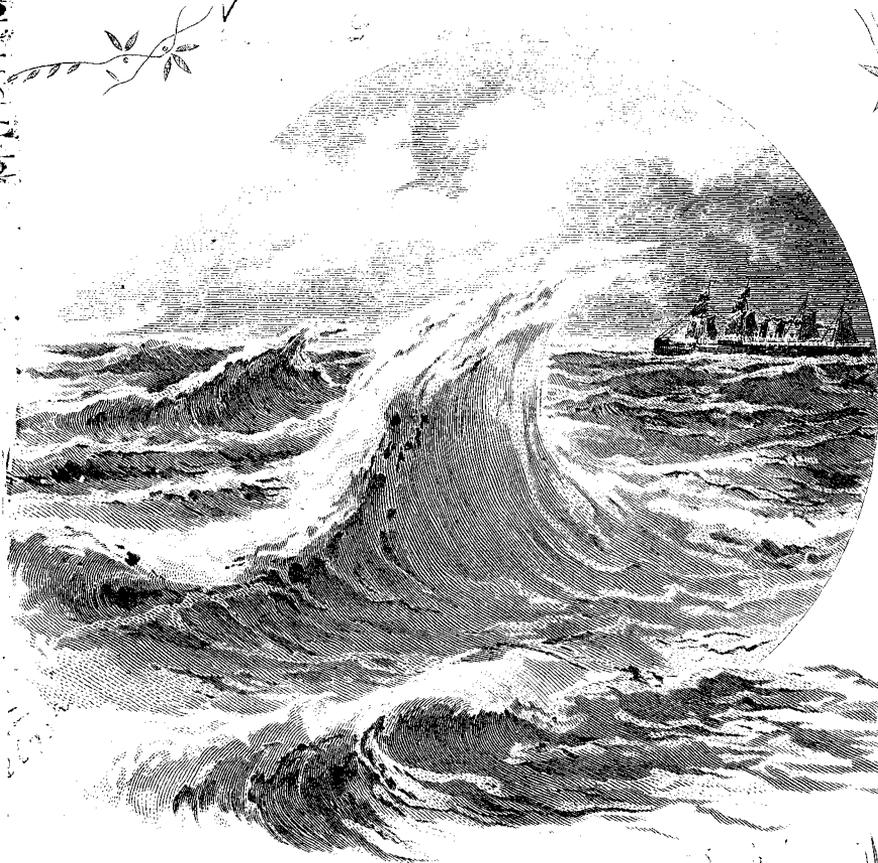
G
153
.N6
188

LIBRARY OF CONGRESS.

U.S. GOVERNMENT PRINTING OFFICE:

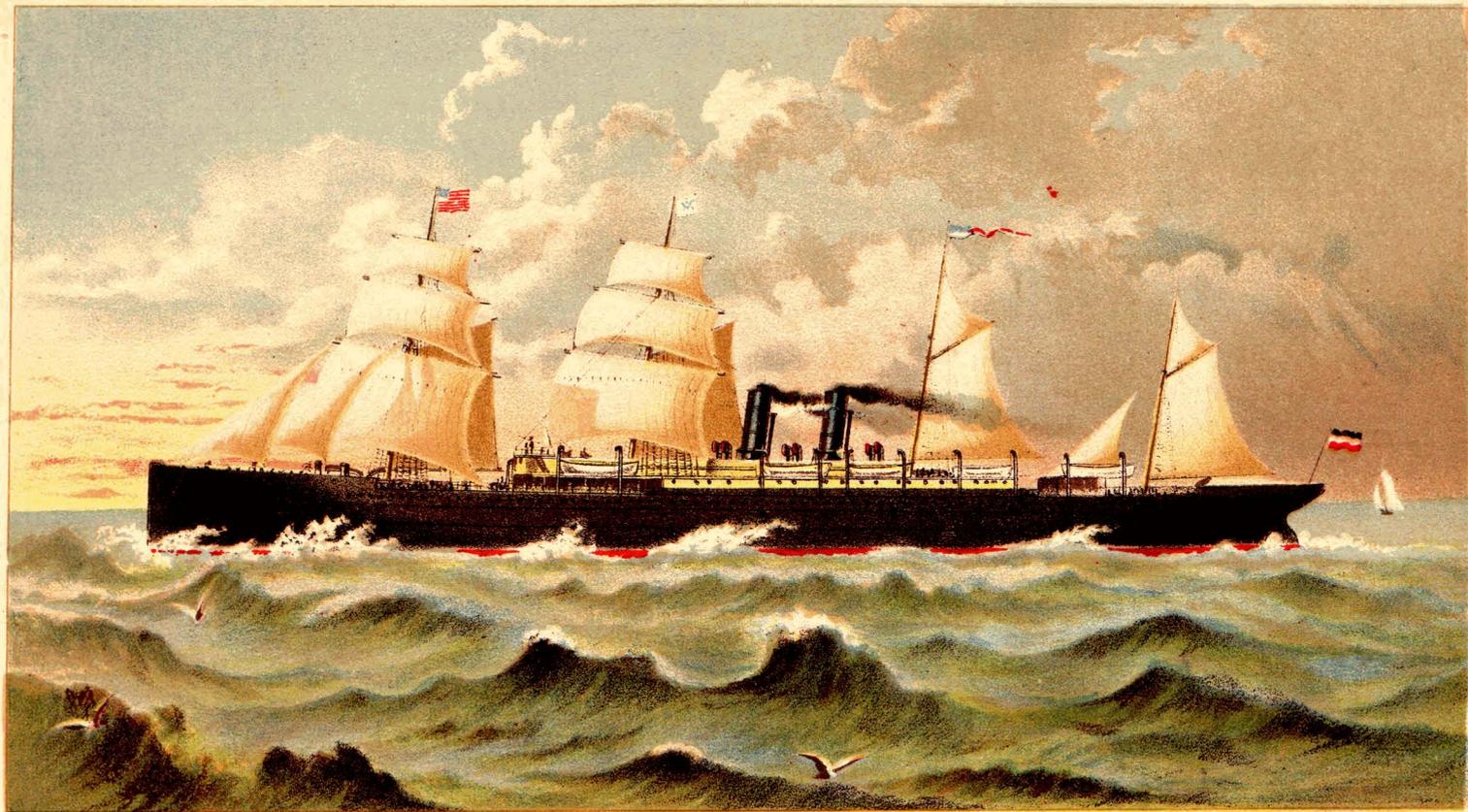
UNITED STATES OF AMERICA.

ACROSS THE ATLANTIC



FROM
NEW YORK
TO
SOUTHAMPTON * HAVRE * & * BREMEN.

157
NG
1951



North German Lloyd Steamship Co.

(INAUGURATED 1857.)

STEAMSHIPS ON THE NEW YORK LINE.

S. S. WERRA, (Building,) 6,000 tons, 7,000 horse-power.
S. S. ELBE, Capt. WILLIGEROD, 5,000 " 6,000 horse-power.
Built by JOHN ELDER & CO., Glasgow, Scotland.

S. S. NECKAR, Capt. BUSSIUS, . . . 3,500 tons, 3,500 horse-power.
S. S. ODER, " UNDUETSCH, 3,500 " 3,500 "
S. S. MOSEL, " HESSE, . . . 3,500 " 4,500 "
S. S. RHEIN, " NEYNABER, . 3,500 " 3,500 "
S. S. MAIN, " BARRE, . . . 3,500 " 3,500 "
S. S. DONAU, " RINGK, . . . 3,500 " 3,500 "
S. S. GEN. WERDER, . " CHRISTOFFERS, 3,500 " 2,500 "
Built by CAIRD & CO., Greenock, Scotland.

S. S. HABSBURG, . . . Capt. ———, . . . 3,500 tons, 2,500 horse-power.
S. S. SALIER, " WIEGAND, . . 3,500 " 2,500 "
S. S. HOHENZOLLERN, " SANDER, . . . 3,500 " 2,500 "
S. S. HOHENSTAUFEN, " HIMBECK, . . 3,500 " 2,500 "
Built by EARLE SHIPBUILDING CO., Hull, England.

S. S. NÜRNBERG, . . . Capt. JAEGER, . . . 3,500 tons, 2,500 horse-power.
S. S. BRAUNSCHWEIG, " POHLE, . . . 3,500 " 2,500 "
Built by ROBERT STEELE, Glasgow, Scotland.

COMPANY'S OFFICES, BREMEN, GERMANY.

Agents in London: KELLER, WALLIS & POSTLETHWAITE, Fenchurch House, 5 & 7 Fenchurch Street.

Agents in Southampton: KELLER, WALLIS & POSTLETHWAITE.

Agents in Paris: LHERBETTE, KANE & CO., 19 Rue Scribe.

Agents in Havre: LHERBETTE, KANE & CO., 9 Rue de la Bourse.

NEW YORK AGENTS:

OELRICHS & CO.,

2 Bowling Green, New York City.

Copyright, 1881,

by

OELRICHS & CO.

NORTH GERMAN LLOYD STEAMSHIP CO.

Information and History.



THE North German Lloyd Steamship Company was founded in the year 1857, by a number of enterprising business men of the ancient and wealthy city of Bremen, a city belonging to the so-called Hansa-Bund, or commercial confederation of German free cities, whose merchants as early as the thirteenth century had sent their ships out over the German Ocean and up the Baltic, and had given the first incentive to the trade of Northern Europe, which they controlled for centuries. True to the traditions of their energetic forefathers, the inaugurators of this new line of communication with the Western Hemisphere determined to offer to the public in place of the slow-travelling and uncertain sailing vessels by which all living and dead freight had, up to that day, been forwarded from the port of Bremen, a quick, safe, and commodious fleet of steamers, in which the comfort and rights of passengers should be the paramount consideration of the managers.

The founders of the Line were profoundly sensible of the fact that, in order to succeed in the new undertaking, it would be necessary to conduct the management continually with a jealous regard for the comfort, safety, and well-being of the passengers who were their customers. They were obliged to contend with the prejudice of many who, unable to comprehend the grand revolution in ocean transportation then taking place, would not entrust their lives and goods on these new-fangled arrangements driven by steam and moved by complicated machinery, liable, as they opined, to continual derangement. Founded on the maxim that that company serves its own interests best that serves the public best, the Line, in the face of the opposition of early years and the eager competition of later days, grew and prospered, and now is reckoned among the foremost transatlantic steamship companies of the World.

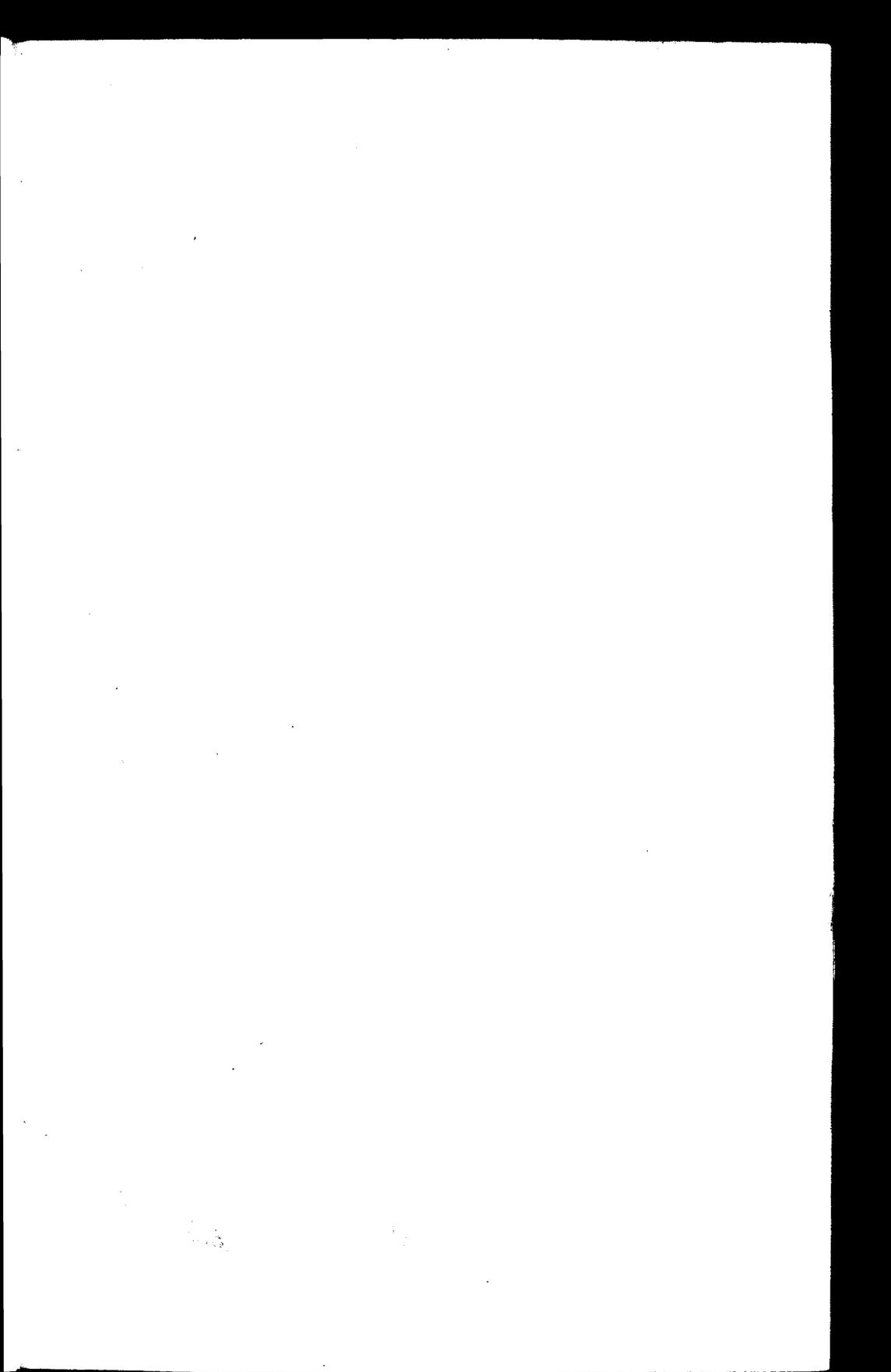
Let facts speak for themselves. From the beginning of the Line up to December, 1881, the steamers of this company have made **3,313** voyages on their various lines across the Atlantic, and have carried more than **1,000,000** passengers over the wide ocean. In this number there are comprised more than **135,000** cabin passengers, who since the year 1857 up to the present date, a period of **twenty-five** years, have been conducted safely and well over the stormy seas. This is a record that few steamship lines can equal and that none can excel.

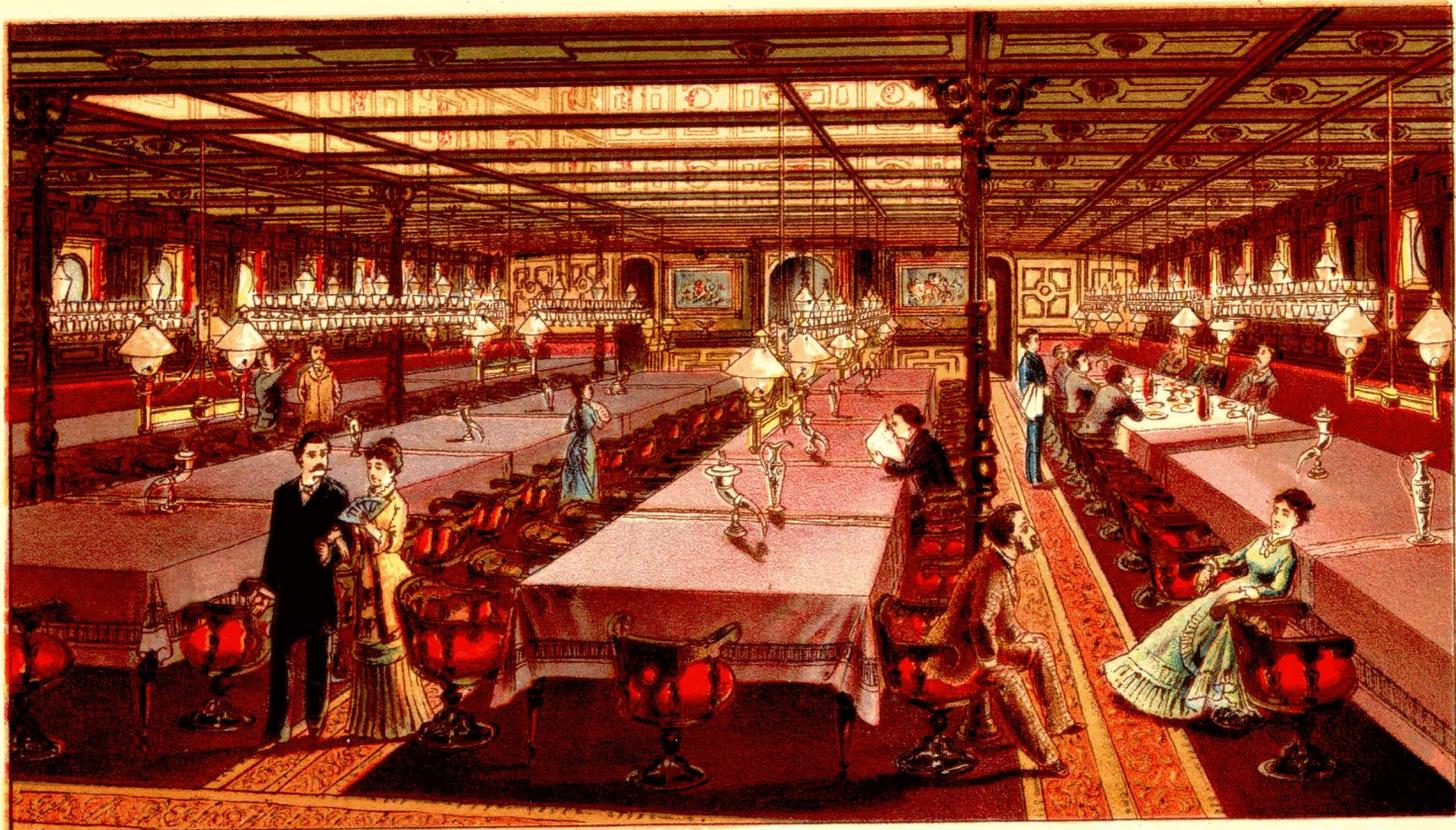
Description of Steamers.

The two newest and largest steamers, the **Werra** and **Elbe**, of the North German Lloyd are acknowledged to be unsurpassed in the annals of naval architecture in speed and general equipment. They are both iron screw-steamships, built by John Elder & Co., Glasgow, Scotland. The *Werra* is about 6,000 tons gross register, and is of the following dimensions: length, 455 feet; breadth, 46 feet; depth, 37 feet. The *Elbe* is about 5,000 tons gross, and measures 445 feet in length, 45 feet in breadth, and 36 feet 6 inches in depth. In the interior and exterior arrangements and fittings both steamers are very much alike.

These steamers are classed in the highest grade of the Bureau Veritas, with several extras over their requirements, such as lower and orlop decks of iron and additional water-tight bulkheads. All the deck-work is constructed either of teak or iron. With a view to protect the vessels from the heavy Atlantic seas, strongly constructed iron turtle-backs are placed over both ends of the ships. Situated in the centre of the upper deck are houses for the officers, firemen, and others, together with galleys, smoking-rooms, and entrances to first and second class saloons, while overhead there is a promenade-deck, about 180 feet long and the whole width of the ship, solely appropriated to the use of first-class passengers. In addition to the accommodation for the officers and crew, 170 in number, the vessels are designed to carry 150 first-class, 150 second-class, and 1,000 steerage passengers. The first and second class passengers are located on the main-deck, while the steerage passengers are berthed on the lower deck.

These two steamers are rigged with four pole masts of iron,





MAIN SALOON.

NORTH GERMAN LLOYD STEAMSHIP "ELBE."

with yards on the fore and main masts. They are provided with steam windlass, steam and hand steering gear, steam winches, steam hold-pumps, steam "navy" pumps, fresh-water condensers, and combine all the modern appliances to secure safety at sea and facilitate the working of the cargo.

The other Transatlantic steamers of the North German Lloyd, thirty in number, were built by the well-known firms, Caird & Co., Greenock, Robert Steele, Glasgow, and by the Earle Ship-building Company, Hull. They are iron screw-steamers, with flush decks, built according to the English Lloyds' rule. Their length over all is, on an average, 360 feet, breadth about 40 feet, and depth 32. The tonnage is about 3,500 tons. The steamers are provided with iron decks and seven water-tight bulkheads, all of which are continually and hermetically closed at sea. The draught of water is, without cargo, about 17 feet; with cargo, about 21 feet. The steamers are brig-rigged, with about 14,000 square feet of sail—power amply sufficient in case of disabled machinery; they carry ten lifeboats built of iron, about 28 feet long, and are provided with every other means of saving life.

ENGINES.

The engines of the *Elbe* and *Werra* are of the compound three-cylinder type, with one high-pressure cylinder and two low-pressure, having a stroke of five feet. The high-pressure cylinder of the *Werra* measures 70 inches in diameter, her two low-pressure cylinders 95 inches each. The one cylinder of the *Elbe* is 60 inches in diameter and her other two cylinders 85 inches. The boilers are four in number, double-ended, each 15 feet diameter by 17 feet 6 inches long, and are of iron, constructed for a working pressure of 80 pounds on the square inch. There are 24 furnaces, made of mild steel, on Fox's patent corrugated principle. Among the improvements in the *Werra's* and *Elbe's* machinery may be noticed their crank-shafts, which are entirely of Krupp's crucible-cast steel, and are built up of separate pieces on a system introduced by the builders. The propeller-shafts are also of steel, made by Sir J. Whitworth & Co. by their patent hollow hydraulic-pressure process, which gives sixty per cent. greater strength than an iron shaft of the same dimensions, while its weight is not much more than half that of the other. The propeller-blades are made of manganese bronze, a material rapidly superseding iron and steel for the

purpose, and which has been used by Messrs. John Elder & Co. in most of their recently-built high-speed packets.

The engines of the older steamers were constructed by the builders of the vessels, and are, as acknowledged by competent authority, first class in every respect. All the engines of these older steamers are of the compound type, consisting of one high-pressure and one low-pressure cylinder inverted, placed side by side in line with keelson and connected at right angles to each other on crank-axle. The screws are of the ordinary type, being of iron, with four blades about 15 feet in diameter and with a pitch of about 24 feet. In the hold of each steamer there is a spare propeller, besides all necessary spare pieces of machinery.

These older steamers are fitted with twelve main boilers containing two furnaces each, and one auxiliary boiler with two furnaces. The main boilers are placed six on each side of the fire-room. The fire-room is floored with iron plates. The shells of the main boilers are semi-cylindrical at top and bottom, joined with flat sides and ends. The furnace-tubes are cylindrical, and are fitted with grates for burning bituminous coal. One smoke-stack provides the necessary draught and carries off the smoke. The tops and backs of the main boilers and main steam-pipes are clothed with felt, covered with sheet-lead.

One large auxiliary steam-pump is provided on each steamer, with two pairs of single-acting steam-pumps, one forward and one aft, besides four smaller steam-pumps and other hand-pumps.

Speed.

The steamship **Elbe** obtained a speed of seventeen knots in her trial trip on the Clyde, and now makes the run from **New York** to **Southampton** in a little over **eight days**, reaching **Bremen** in **nine days and a half** from **New York**. Owing to her powerful engines and peculiar build she is able to maintain this rate of speed in nearly all weather, thus arriving with almost the regularity of clock-work. The Steamship **Werra**, shortly to be placed on the Line, is expected to surpass the *Elbe's* record.

The *Mosel* has recently been fitted with new engines by John Elder & Co., Glasgow, and has logged fifteen knots on her trial

trip. She makes the trip from New York to Southampton in nine days, and thus greatly adds to her previous reputation of a steady, strong sea-vessel by this acquisition of speed.

The average speed of the other North German Lloyd Mail Steamers on the New York Line is fourteen knots an hour, and they consume about nine days and a half on the voyage from New York to Southampton.

The steamship **Elbe** in the short time from **June 26 to November 19, 1881**, a period of **148 days**, completed ten trips across the ocean between **Bremen** and **New York**, traversing during these 148 days a distance of **34,892 miles**. This is a record that is unexcelled by any steamer, covering as it does the time in port.

The **Elbe** on four of these trips, on Wednesday, from New York carried the **Australian Overland Mail**, which she delivered regularly at the **London Post-Office** on **Friday**, the **ninth** day out from **New York**, connecting with the **Australian** mail *via* **Brindisi** leaving **London** on the Friday, thus justifying the choice of the Post-Office Department in entrusting this important mail to the **Elbe**.

In the abstracts of logs appended below will be found a few specimens of the runs made by the **Elbe**, and this steamer has shown herself by the short record now established by her to be one of the fastest ocean steamers, and the peer of any other steamer afloat.

Cabin Accommodations.

The accommodations for passengers show the same scrupulous attention to the safety and comfort of those entrusted to the company's care as is displayed in the equipment of engines and hulls.

The position of the first-cabin saloon on the **Elbe** and **Werra** is amidships forward of the boiler hatch. This situation was chosen by reason of the comparative absence of motion in this portion of the vessel, the distance from the screw doing away with the disagreeable trembling motion; and the position of the pantry aft of the saloon preventing the entrance of unpleasant odors.

The decorations of the saloons, ladies' cabins, and smoking-rooms on the **Werra** and **Elbe** were designed by one of the

best-known architects of Bremen, and the work was executed by the artists that were entrusted with the decoration of the Russian imperial yacht *Livadia*. The saloons are marvels of ease and luxury. On the *Elbe*, German Renaissance is the style adopted, and the apartments have been constructed in the most elegant manner, the materials used being black walnut and bird's-eye maple-wood. On the sides of the saloons are panels painted in oil, with fruit, flowers, and birds, on a ground of gold. Between the windows carved pilasters are neatly introduced.

The aft-wall of the first-cabin saloon is decorated with rich carving representing allegorical figures, and is further embellished by paintings executed by a well-known German artist, Mr. Arthur Fitger, of Bremen. Mr. Fitger has had charge of the entire pictorial decoration of the interior of these steamers.

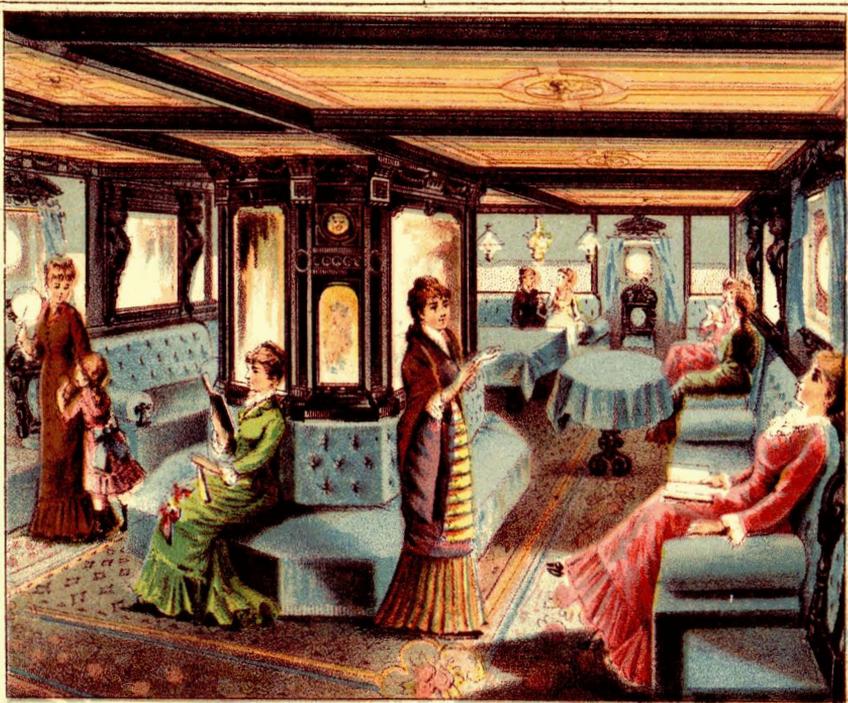
The tables are provided with revolving-chairs, and along the side of the saloon the rich divans are upholstered in dark red plush.

The North German Lloyd arms and the arms of great commercial cities are tastefully introduced in the cornice-work, the saloons being among the most artistically beautiful and complete that may be seen on any ship.

A similar remark may be applied to the ladies' cabins, situated on the promenade-deck, fitted up in similarly luxurious style in ebonized wood and gold. A rich covering for the furniture is provided in the peacock-blue embossed velvet conspicuous in these apartments. As a further attraction in these cabins the walls have been elaborately carved, panelled, and corniced, whilst silk tapestry has been introduced. The style, like that followed in the dining-saloon, is also Renaissance, though more Italian in detail than that followed in the other apartment.

Divans are placed around the sides of the ladies' saloon and surround the main-mast, which penetrates this saloon, hidden by rich artistic carving and handsome mirrors. The tables, large and small, are of ebonized wood and black walnut. The ladies' saloon is lighted by four side-lights and two windows forward, and is brilliantly illuminated at night by four large lamps attached to the mast between the mirrors. The curtains correspond with the furniture, and the carpet is of a gray plush.

The state-rooms for first-cabin passengers are situated for-



LADIES CABIN.
NORTH GERMAN LLOYD STEAMSHIP "ELBE."



GENT'S SMOKING ROOM.
NORTH GERMAN LLOYD STEAMSHIP "ELBE."

ward, and aft of the saloon, and are all of large dimensions. The first-cabin state-rooms forward of the saloon are the most desirable, and command higher prices than the rooms farther aft, as they are more removed from the engine and pantry, therefore more undisturbed, and also larger. The beds in many of these rooms are so arranged as to be extended, thus making a double or bridal bed. The sofas are wide and long, and can be turned into beds in case of need. A whole family frequently find one of these rooms ample for their needs. And all the state-rooms are furnished with the conveniences of the toilet, and are provided with electric bells communicating with the pantry. The space under the sofas is of ample size to permit of the placing of sea-trunks of 15 inches in height under them, and other small traps can be placed on racks and on the sofas.

The second-cabin state-rooms and saloon are aft, and are fitted up and decorated in a plain but tasteful manner. The furniture in these saloons is upholstered with red plush. The rooms in the second cabin are large and pleasant. The saloon contains two rows of tables, and is exceedingly comfortable.

The rooms belonging to the second cabin are arranged for four passengers each, and contain every convenience for this class of passengers. They open on the saloon, which is wide, with high ceiling and well lighted and ventilated, receiving light and air through the skylights over the tables.

The second cabin is provided with a roomy pantry forward of the saloon, and the passengers of this class have the privilege of the quarter-deck over the saloon.

The first-cabin saloon contains a number of well-filled book-cases and a pianoforte.

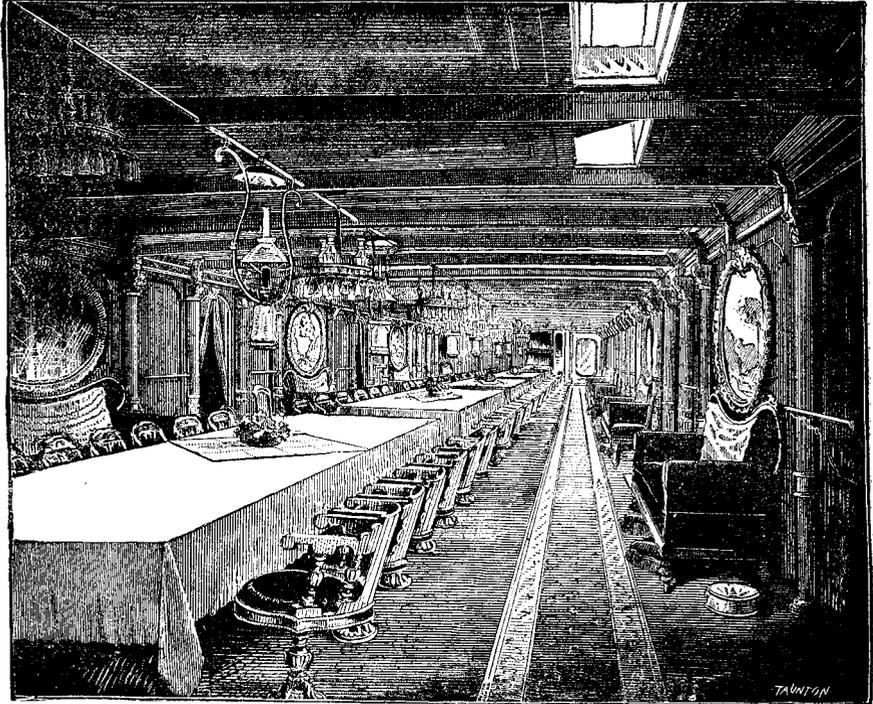
Both first and second cabin smoking-rooms are on deck, the former forward, the latter aft. The first-cabin smoking-rooms are the larger, and are decorated with tasteful panelling, variegated with red and gold tapestry and carving.

The walls of these apartments are also ornamented with six allegorical figures painted by the artist Fitger.

The galleys are on deck, and the pantries immediately beneath them and connected with them by an elevator.

In the other steamers of the North German Lloyd the arrangements of saloons, first and second cabin, differ from the plan adopted on the **Werra** and **Elbe**. Their first-cabin saloons are aft, running from near the main-mast to the stern, provided

along the sides with sofas and in the middle with dining-tables, and adorned with choice paintings and panels of highly-polished wood, bird's-eye maple, walnut, and mahogany, and receiving their light through large skylights. On both sides of the saloon are the state-rooms, opening into the saloon, thus communicating directly with this part of the vessel. At the head



Interior of Cabin Saloon of Steamship Neckar.

of the saloon, also opening into it, is the ladies' cabin, exclusively for the gentler sex, with mirrors, sofas, flowers, piano, and every other luxury of a well-appointed hotel-parlor. The state-rooms are arranged for two persons, and are provided each with two beds and one sofa, with toilet arrangements and all other accessories of a bedroom, and, being along the side of the vessel, each state-room receives a bountiful supply of light and of air through the large port-holes or side-lights in the sides of the steamer.

Outside of the saloon amidships, and ranged along the two passage-ways running forward from the two doors of the saloon,

are also state-rooms arranged for two passengers each and fitted up in the same style as the rooms in the saloon. These rooms outside the saloon are generally preferred by gentlemen and those who wish to be amidships.

The gentlemen will find a smoking-room on the same deck, in which comfortable sofas and chairs and congenial company invite the traveller to while away his time in the enjoyment of the fragrant weed.

On deck the deck-saloon is open to all, with sofas and tables—a delightful lounging-place.

The second cabin on all of the older steamers is situated forward on the main deck, and the saloon is placed just aft of the foremast, and is also lighted through large skylights. The state-rooms open into the saloon and are ranged along the sides of the steamer, as in the first cabin, being also provided with large port-holes. The rooms are larger than those of the first cabin and accommodate four passengers each, and are provided with everything that is necessary for the toilet. The second cabin saloon has two rows of dining-tables; it is wider than the first-cabin saloon, as it is in a wider part of the vessel, and is tastefully decorated and fitted with all conveniences for the comfort of passengers.

The Cuisine.

On the North German Lloyd steamers the aim of the management has also been to supply an exceptionally good table, and to engage as cooks the very best culinary artists obtainable. The fare on these steamers is pronounced by connoisseurs to be most excellent; in fact, the steamers have the particular reputation of satisfying the demands of the most exacting of gourmards. The first-cabin table is equal to the *menu* served in the best hotels in Europe, while the second-cabin fare compares favorably with the domestic table of the well-to-do burgher. The wines and liquors provided on board are carefully selected by the company from the best vintages, and are delivered to the passengers on demand at moderate prices.

The company have provided a doctor of experience on each steamer, whose duty it is to watch over the health of passengers. There is also an apothecary shop on board for use of passengers in case of illness.

In order to complete the list of conveniences offered to the passengers there should be mentioned the bath-rooms, which can be used by passengers at any hour of the day for a moderate compensation; the barber, who is at the disposal of the gentlemen; the porter, whose duty it is to "shine the boots"; and, last but not least, the library, containing an assortment of all kinds of literature, accessible to all first-cabin passengers.

Officers and Discipline.

It has been the study of the company to preserve rigid discipline among their employés, and to require an unconditional subservience to the captain, who is regarded as the absolutely supreme authority on his vessel, under the company, and is held responsible by the company for the safety of his vessel and of all on board. Strict regulations prescribe the duty of every officer, from the lowest scullery-boy in the kitchen, and the black coal-passer down in the fire-room, up to the chief officer on the bridge.

The chief officer is charged with the execution of the captain's orders, and is expected to take the place of the captain in all cases where the captain is absent or unable to take command. The chief officer is assisted by the second, third, and fourth officers, who have their several and distinct duties to perform in navigating the steamer and contributing to the general welfare of passengers.

The purser has control over the stores, which he distributes to the cooks and chief steward for the use of passengers and crew. He has also charge of the mails and does the literary work on board. It is his duty to make himself generally useful in assisting passengers.

The chief engineer is in command of a large number of engineers and assistants, and under the direction of his assistants the firemen and coal-passers work as industriously as bees in a bee-hive, continually providing the huge furnaces with fuel.

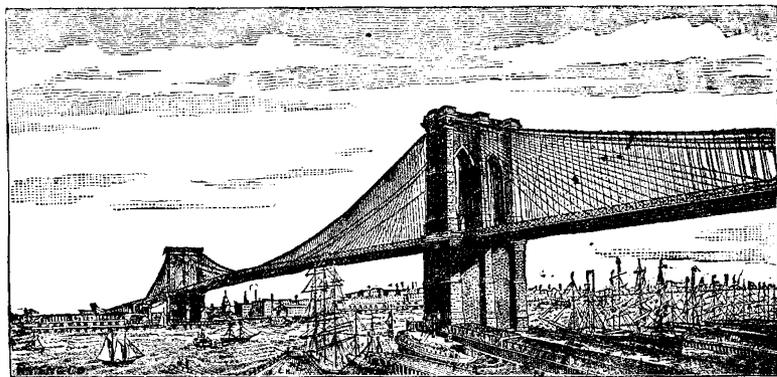
The chief steward controls the army of stewards, whose duty it is to wait upon the passengers and to attend to their wishes. The saloons and state-rooms are under his especial care.

The lady passengers are under the motherly care of the stewardess, who assists the sick and suffering with practised hand.

The officers in the employ of the North German Lloyd Steamship Company are obliged to pass two rigorous examinations in the German nautical schools before they can obtain a position in the company's employ, and all of them have begun their career before the mast and have worked their way step by step upwards until they have proved themselves worthy of the trust confided in their hands by the company. The most conspicuous examples of devotion to duty and strict attention to the company's interest are rewarded by a well-regulated system of promotion, thus ensuring for those who distinguish themselves in the qualities most desirable in a seaman the sure prospect of advancement.

The Departure.

Fifty years ago the passenger, having engaged his berth on some fast-sailing clipper, was told that the vessel would sail on such and such a day, wind and weather permitting. On his proceeding to the vessel's dock at the appointed time, prepared



East River Bridge, Connecting New York and Brooklyn.

for the coming fight with winds and waves, the information usually met him that, owing to the contrary winds, the vessel's departure was postponed until a more favorable season. The passenger's time from that time forward until the vessel's departure was generally taken up with visits to the vessel's dock and watching the weather-vane, and frequently it happened that weeks would pass before the ship could leave the harbor and spread her canvas to the winds.

How different are the scenes now witnessed on the departure of one of the great iron screw-steamers of the present time! The steamer lies at her pier, shining in her fresh coat of black paint, the smoke issuing from her chimneys, the steam escaping from her valves. The crowd collected on the pier cheer and brass bands play. At two o'clock P.M. precisely the gangway plank is removed and the captain ascends the bridge, where the pilot is awaiting him; he steps to the side of the steamer, glances along the side and ahead to see that all is clear, when, at a signal from him, the mooring chains fore and aft go rattling over the steamer's side into the water, and a blast is blown from the steam-whistle to warn the boats outside the slip. At another motion of the captain's hand the chief officer turns the engine telegraph, and instantly the water round the steamer's stern begins to rush and boil, the iron mass moves, at first imperceptibly, then with dignified, slow progress, as if loath to part from the pier, the spectators on shore all the while giving vent to their feelings either with tears and wailing or with laughter and shouting. In both cases handkerchiefs are drawn and waved in the breeze, responded to by similar manoeuvres on board. As the steamer gains headway and moves majestically out into the stream, the boat-swain's shrill whistle sounds and the sailors swarm up the rigging and out on the yards to unloose the covers from the sails, and to prepare the latter for use when clear of the bar.

The steamer, when clear of the pier, gradually turns her head down stream and points toward the sea, her natural home. Slowly she wends her way down the crowded river, occasionally stopping to allow some ferry-boat, tug, or sailing-vessel to pass her bow, and proclaiming her intended path by oft-repeated signal whistles.

As she passes the Battery a steamboat approaches her laden with hundreds of U. S. mail-bags. The steamboat makes fast to the huge steamer, the bags are passed up the latter's side, and in a few minutes the last bag has disappeared down the steamer's hold, and has been deposited in the mail-room. The tug casts off, and the steamer, with a blast from her steam-whistle, starts again "full steam" on her way to the ocean. In an hour's time she has crossed the bar, and is fairly on her voyage across the deep.

ABSTRACTS OF LOGS
of the North German Lloyd Steamships.

Steamship "Main," Captain J. Barre, Southampton to New York.

Date, 1878	Latitude North.	Longitude West.	Distance.	Wind.	Remarks.
July 30...					Left Southampton 2 P.M. Passed the Needles 4.10 P.M.
" 31...	49° 53'	8° 29'	278	N. NNE.	Fine weather and light breeze.
Aug. 1...	50° 20'	17° 28'	347	E. SE.	Moderate breeze and swell from S.
" 2...	49° 57'	26° 24'	345	S. SE.	Light breeze and clear.
" 3...	49° 30'	34° 53'	330	NE. NNW.	Strong breeze and swell from NW., misty & rainy weather.
" 4...	47° 36'	43° 9'	349	N. SE.	Light breeze and swell from SE., cloudy air.
" 5...	45° 46'	50° 32'	326	SE. NW.	Fresh breeze and lightning, rainy weather and occasional fog.
" 6...	43° 34'	57° 56'	342	Variable.	Variable light winds, partly foggy and misty weather.
" 7...	41° 49'	65° 17'	341	Variable.	Variable light winds, with fogs, SW. swell and cloudy.
" 8...	40° 42'	72° 7'	315	WNW.	Fresh breeze and head sea, later moderate, with occa- sional banks of fog.
" 8...			85		Sandy Hook abeam 5.40 P.M. Quarantine 6.30 P.M.

Steamship "Main," Captain J. Barre, New York to Southampton.

Date, 1878.	Latitude.	Longitude	Distance.	Wind.	Remarks.
Nov. 9...					Left Sandy Hook at 4.45 P.M.
" 10...	40° 50' N	68° 12' W	271	NW.	Fresh winds and lumpy seas.
" 11...	42° 36' N	61° 1' W	332	NNW.	Fresh breeze and lively sea.
" 12...	45° 30' N	54° 43' W	323	NW.	Fresh winds and seas.
" 13...	48° 10' N	47° 44' W	328	SW.	Light airs, lumpy seas.
" 14...	49° 52' N	39° 41' W	333	SSW.	Light breeze, smooth water.
" 15...	50° 19' N	30° 47' W	343	South.	Light breeze, smooth water.
" 16...	49° 51' N	22° 27' W	322	ENE.	Winds and seas increasing.
" 17...	49° 47' N	13° 59' W	328	NE.	Strong breeze and head seas.
" 18...	49° 45' N	5° 27' W	322	NE.	Strong breeze and head seas.
					Arrived Needles 11.55 P.M.

The average time consumed on the trip from New York to Southampton by the North German Lloyd steamers is about nine days and a half.

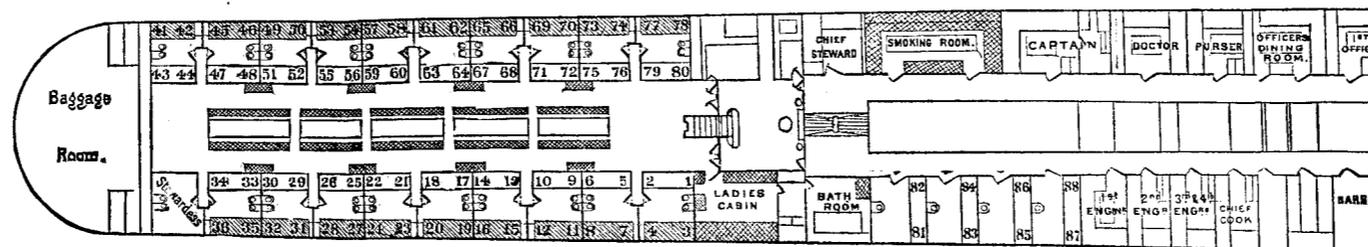
Steamship "Donau," Captain R. Bussius, 1878, from Southampton to New York.

Date.	Latitude North.	Longitude West.	Distance.	Wind.	Remarks.
Aug. 20..	.....	.....	.....	.....	Left Southampton, and at 6 p.m. passed Needles.
" 21..	49° 48'	6° 29'	249	SE. NW.	Fine weather.
" 22..	50° 25'	16° 22'	324	S. SE.	Light wind and fine, at night strong breeze.
" 23..	50° 36'	25° 16'	340	SE. NW.	SE. wind, backing through E. to NE.
" 24..	50° 13'	33° 31'	316	NW. W.	Fine weather.
" 25..	48° 56'	41° 45'	329	NW. W.	Strong breeze, moderating at night.
" 26..	47° 2'	49° 31'	332	SW. S.	Light winds.
" 27..	44° 58'	56° 43'	325	SE.	Heavy thunder squalls in the evening.
" 28..	42° 20'	63° 35'	337	SE. NE.	Fine.
" 29..	40° 33'	70° 37'	334	North.	Light winds and fine.
			151	.....	7.40 P.M. passed Fire Island.
			.		10.45 P.M. passed Sandy Hook.
					11.45 P.M. reached Quarantine.

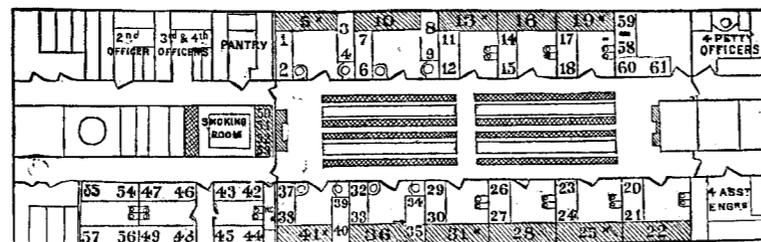
Steamship "Neckar," Captain W. Willigerod, 1878, from Southampton to New York.

Date.	Latitude North.	Longitude West.	Distance.	Wind.	Remarks.
Sept. 3..	.....	.....	.....	.....	Left Southampton, and at 5.15 p.m. passed the Needles.
" 4..	49° 48'	7° 57'	258	SE.	Very light breeze.
" 5..	59° 19'	16° 27'	329	South.	Fresh breeze and good weather.
" 6..	50° 51'	24° 30'	309	Variable.	Light breeze and calm.
" 7..	50° 50'	32° 02'	286	WNW.	Fresh wind and high sea.
" 8..	50° 33'	39° 17'	277	WSW.	Stormy.
" 9..	48° 33'	47° 03'	326	NNE.	Light breeze.
" 10..	45° 40'	54° 18'	343	NNE.	Very light breeze and calm.
" 11..	42° 52'	61° 08'	339	SSE.	Light breeze and calm.
" 12..	40° 52'	68° 20'	344	SE.	Light breeze and passing fog, calm.
" 13..	.....	.....	250	South.	Good weather and fog. Passed Sandy Hook Light-ship at 6.05 A.M.

FIRST CABIN.



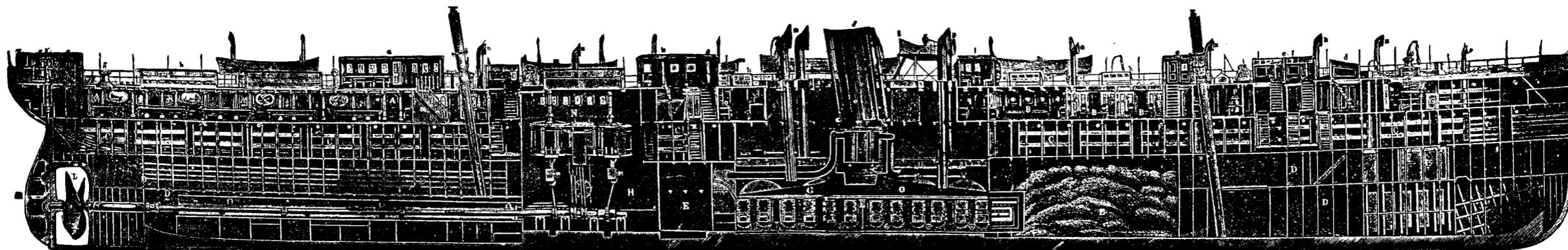
SECOND CABIN, ON MAIN DECK FORWARD.




CABIN PLAN

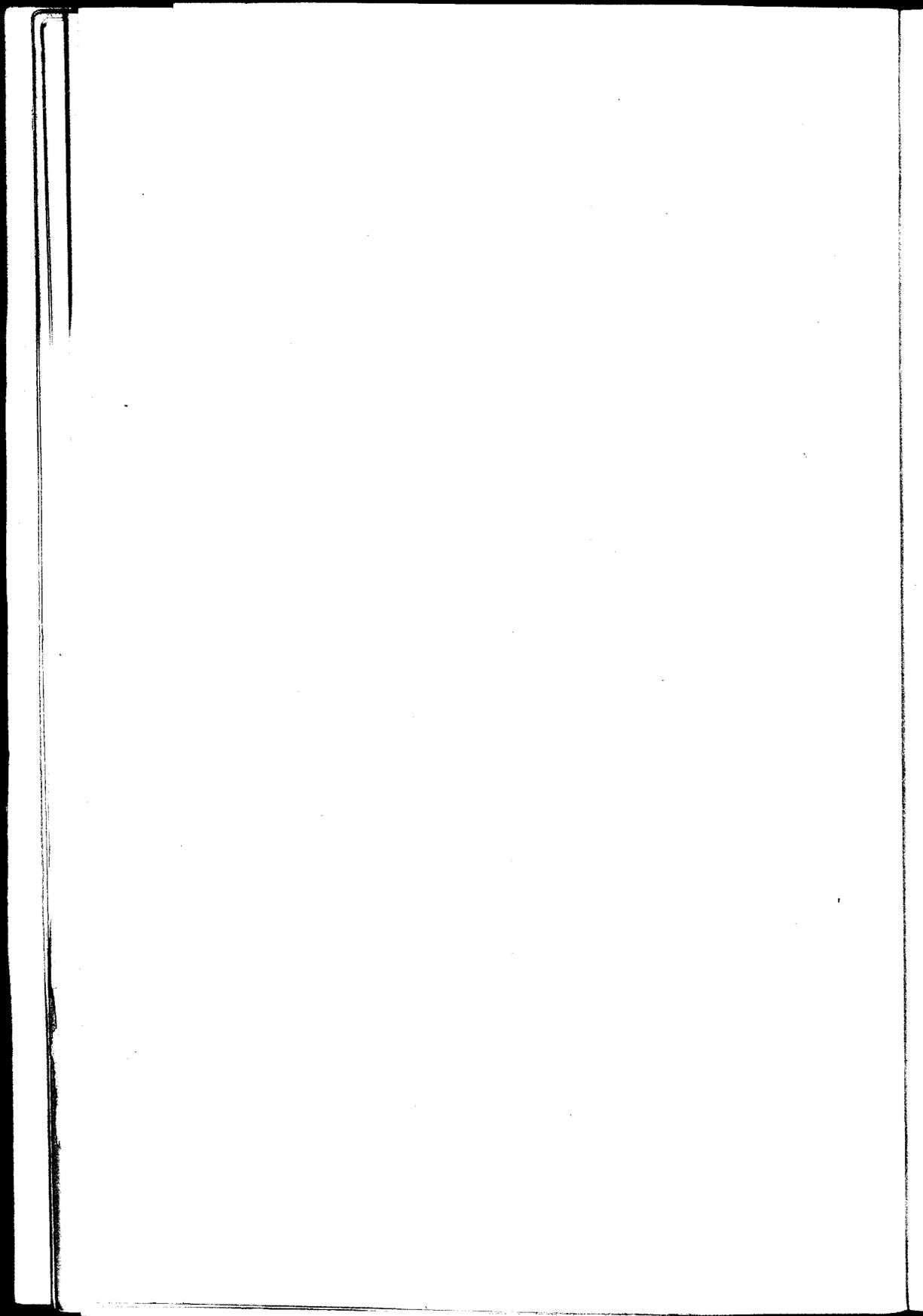
 OF THE
 North German Lloyd Steamer
NECKAR


 STAR & EVEN NUMBERS ARE LOWER BERTHS.



SECTIONAL VIEW OF S. S. NECKAR.

- | | | | | | | | |
|-----------------|-------------------------|-----------|--------------|-------------------------------|----------------|-------------------|------------------------------|
| A—First Cabin. | E—Coal Bunkers. | J—Funnel. | N—Cylinders. | a—Deck-Houses. | f—Wheel-House. | k—Bridge. | o—Cabin Kitchen. |
| B—Second Cabin. | F—Store Room. | K—Masts. | O—Shaft. | b—Stairs. | g—Capstans. | l—Donkey Engines. | p—Steerage Kitchen. |
| C—Steerage. | G—Boilers and Furnaces. | L—Screw. | | d—Stairs and Crew's Quarters. | h—Sky-Lights. | m—Boats. | q—Second Cabin Smoking-Room. |
| D—Cargo Decks. | H—Engine-Room. | M—Rudder. | | e—Crew's Quarters. | i—Chart Room. | n—Ventilators. | r—Sails and Cables. |



Steamship "Elbe," Captain Leist, from Southampton to New York, September, 1881.

Date.	Latitude.	Longitude.	Distance.	Wind.	Remarks.
Sept. 1.	.....	.....	.....	.....	Passed Needles 7.30 P.M., Sept. 1, 1881.
" 2.	49° 47'	8° 18'	268	Northerly.	Moderate breeze, clear.
" 3.	49° 51'	18° 17'	386	East, South.	Light breeze, overcast.
" 4.	49° 33'	27° 45'	369	South, NW.	Light breeze, rain, at 6 P.M. Wind NW., strong breeze.
" 5.	49° 5'	37° 6'	367	NW.	Strong breeze, head sea, moderating during night.
" 6.	47° 51'	46° 26'	380	NW., NE. South.	Light, variable wind.
" 7.	45° 4'	55° 3'	385	SW., West.	Light winds, occasional fog.
" 8.	42° 9'	63° 4'	401	West, North.	Moderate breeze, fog, clearing in morning.
" 9.	40° 39'	71° 24'	390	North, West.	Light breeze, clear weather.
			114	South.	Light breeze. 7 P.M., Sandy Hook abeam. Anchored on account of fog.

Duration of voyage from the Needles to Sandy Hook, 8 days, 4 hours, 25 minutes actual time. Duration of voyage from the longitude of Queenstown to Sandy Hook, 7 days, 10 hours, 25 minutes. Average speed per hour, 15.58 miles.

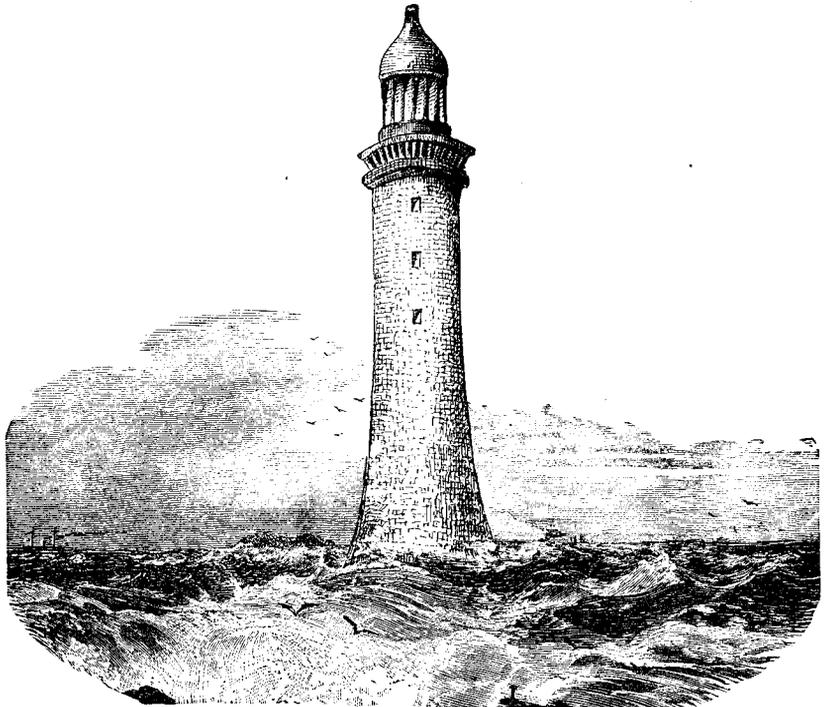
Steamship "Elbe," Captain Leist, from New York to Southampton, September, 1881.

Date.	Latitude.	Longitude.	Distance.	Wind.	Remarks.
Sept. 14.	.....	.....	.....	.....	Passed Sandy Hook 11.25 A.M.
" 15.	41° 14'	66° 17'	355	ENE.	Moderate to fresh. Light fog during night.
" 16.	43° 31'	59° 33'	329	ENE.	Fresh to strong breezes and head sea.
" 17.	45° 37'	52° 26'	330	ENE., NE.	Strong to fresh and moderate. Dense fog in morning.
" 18.	47° 34'	44° 40'	342	NE, North.	Moderate breeze and clearing. High sea from north.
" 19.	49° 24'	35° 35'	378	NW.	Strong breeze and showers.
" 20.	49° 25'	26° 8'	370	NW.	Heavy gale and severe showers.
" 21.	49° 38'	16° 32'	374	NW.	Gale and showers moderating.
" 22.	49° 41'	7° 9'	364	NW.	Light breeze and fine weather.
			224	NW.	2.30 A.M., passed Needles.

Duration of voyage from Sandy Hook to the Needles, 8 days, 11 hours actual time.

The English Channel.

In approaching the English Channel the first land seen is usually Lizard Point, the telegraph station whence the steamer's approach is telegraphed. On passing Lizard Point the shore recedes, forming the bay in which Falmouth and Plymouth lie.



The Eddystone Light-house.

In this bay about 14 miles south southwest from Plymouth is the well-known Eddystone Light-house, built on a mass of gneiss rock. These rocks are just covered with water at high tide, and the depth of water around them varies from 12 to 150 fathoms. The rock is wearing off and weakening gradually, and another light-house is to be built on another portion of the reef in place of the present one, which is to be removed.

The first light-house was erected on this spot in 1696. It was constructed of wood, 100 feet high, on a stone base, and was soon after swept away by the seas. The second light-house was

built on the same spot in 1706, of wood, with a stone base, and was 92 feet high. This light-house was burned in 1755. The present tower was built in 1757. It is built of heavy blocks of stone, and is a circular structure 85 feet high. The base is $26\frac{3}{4}$ feet, the top 15 feet in diameter. The light is 72 feet above high-water mark, and can be seen at a distance of 13 miles.

After a run of about five hours along the coast the steamer sights Start Point. The shore appears clothed in the fresh green peculiar to the English landscape, and dotted with pleasant white houses, villas, and churches peeping out from among the hills, a sight that is doubly enchanting to the ocean traveler after having spent a week on the vast deep.

The coast again recedes into a deeper bay lined with the cities of Dartmouth, Teignmouth, Exmouth, and Torquay, the celebrated health resort.

The land reappears at Portland Bill; then follows another bay, and, after passing St. Alban's Head, the west side of the Isle of Wight draws in view, with its majestic cliffs towering some 500 feet over the water's edge. The steamer glides close past the Needles, a cluster of sharp-pointed rocks detached from the island and rising to a considerable height, and on the left appears Hurst Castle, the signal station from which the steamer's arrival is reported to Southampton. The vessel ploughs through the waters of the Solent, the sea-arm separating the Isle of Wight from the mainland on the northwest side; passes up Southampton Water, and drops her anchor opposite the city of Southampton.

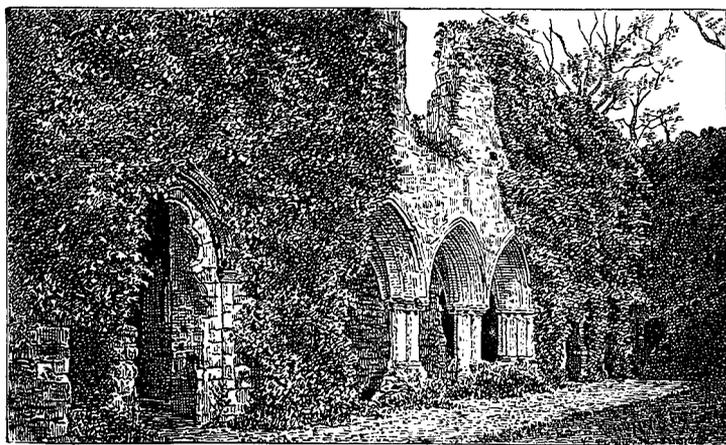
On arrival of the steamer the tug in waiting approaches, and the passengers who land here leave the steamer. The mail-bags and baggage are transferred to the tug, and in a short time the passenger's foot rests on English soil.

Southampton.

The city of Southampton contains 50,000 inhabitants, and is situated on a peninsula formed by the rivers Test and Itchin. Southampton is an important seaport. It is the terminus and calling station of several large steamship companies, the Peninsular and Oriental to Suez, India, and China; the Union to the Cape of Good Hope; the Royal Mail to the West Indies and Central America, and the Dutch Line to Batavia, Java, and

Padang, besides the North German Lloyd to New York, Baltimore, and New Orleans. The two docks cover a water area of 56 acres. The traveller will find the remains of some ancient walls and towers along the shores, and of the "Bar-gate," a city gate, on High Street. They are said to have been erected in the Saxon period. The fresco-paintings in the Bar-gate represent the knight Sir Bevais and his servant Ascupart, who frequently appear in the legendary history of Southampton. On the south side of the gate is the statue of George III. in ancient Roman toga. By the side of the gate is the City Hall, built in the time of Queen Elizabeth, and afterwards restored.

Other buildings of interest are St. Michael's Church, partly



Netley Abbey.

of Norman origin, with an old font of the twelfth century, and the "God's House," founded in the time of Henry III. The three noblemen are buried here who conspired to kill Henry V. on his embarking for France in 1415, before the battle of Agincourt.

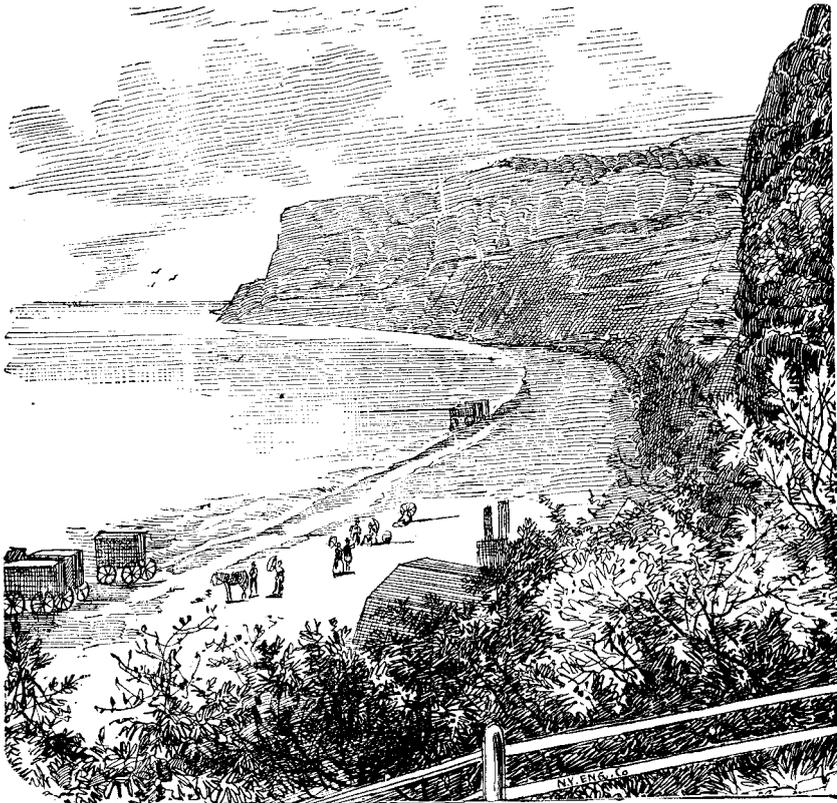
In the neighborhood of Southampton, on Southampton Water, about two miles and a half from the city, are the beautiful ruins of Netley Abbey, built in the year 1240.

The ruins are quite extensive, covered with ivy and surrounded with trees and shrubs—quite an idyllic spot.

Portsmouth.

Portsmouth is within an hour and half's ride of Southampton, and is one of the greatest naval harbors of England, capable of containing the entire English navy. The fortifications are very strong and provided with 1,115 heavy guns, and are protected by detached earthworks on land, and iron-clad forts built on the sand-banks before the harbor. The garrison of Portsmouth in time of war is 20,000 men.

The dockyards, which are highly interesting, can only be visited by permission of the Admiralty.



Dunnose Point, near Shanklin, Isle of Wight.

Isle of Wight.

The Isle of Wight is well known for its delightfully mild climate and its picturesque scenery. It is well worth a visit, and

the traveller will find himself tempted to prolong his stay in this "Garden of England," as it is called. The island is 23 miles long, 13 miles broad, and 55 miles in circumference, and contains 155 square miles. The channels Solent and Spithead separate it from the mainland.

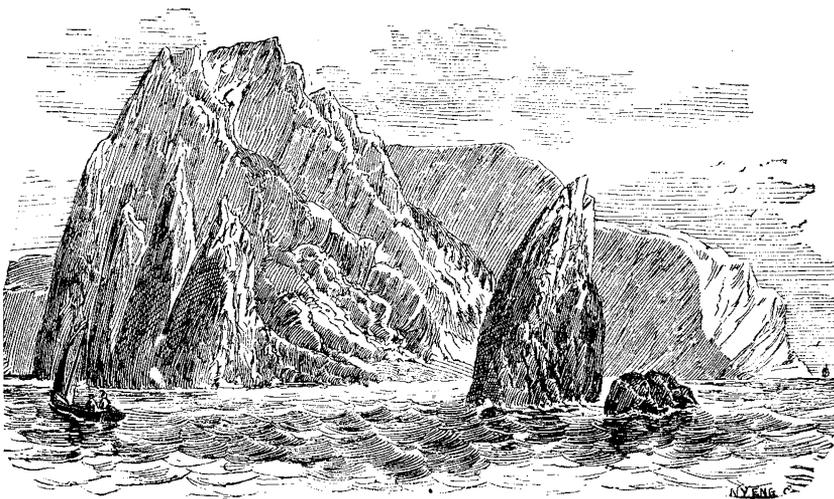
The island is hilly, and falls off on the south in steep descent to the sea; the highest points are St. Catharine's Beacon and Boniface Down, both over 780 feet above the sea. Steamboats leave Southampton four times a day, and take about fifty minutes to Cowes, and about an hour to Ryde, the largest city on the island, and a well-known watering-place. The tourist should enter the cars here which carry him to Shanklin, whence he can explore Shanklin Chine, a flume over 200 feet deep, opening down to the sea, and formed, according to the general theory, by a brook which has gradually dug out this cleft in the rocks. The sides are overgrown with bushes and trees, and altogether it is a most delightful spot. Americans who have been at Niagara Falls will not be surprised to find the Chine enclosed by toll-gates. The path from Shanklin leads past Luccomb Chine and the Landslip, a picturesque spot formed by a number of landslides which have occurred here in different centuries, and through Bonchurch, with an old Saxon church, to Ventnor.

Ventnor.

Ventnor is justly celebrated as a health resort; consumptives especially find its climate most salubrious and mild. It is situated on a succession of terraces shelving off towards the sea, and protected on the north by high hills or cliffs. Ventnor is provided with good hotels and the usual accessory of an English sea watering-place, a promenade pier running out into the water. From Ventnor to Blackgang Chine, a distance of seven miles, the southern coast of the island is called the Undercliff. To the north the cliffs rise up along the shore, and below them the ground descends in the form of terraces of greater or lesser breadth to the beach. The scenery here is most striking. To the south are the blue waters of the Channel beating in measured time on the sands below, and on the shelves rising in irregular order over the beach to the height of several hundred feet, steep white cliff and hills, and fields, and hanging trees, fol-

lowed by deep valleys filled with vegetation. The walk from Ventnor to Freshwater will give the tourist an idea of the beauties of this part of the island. On leaving Ventnor the path leads along the sea-shore and up on the first row of cliffs to the "Steep Hill," from which there is a very fine view. Thence, passing the village of St. Lawrence, and the light-house, with a magnificent view over the whole island, then across the Solent to the mainland, the Blackgang Chine, Brichan, and in about three hours to Freshwater Bay. From this point the Needles should be visited by boat; also several caves in the high chalk cliffs of the south coast.

Before leaving the Isle of Wight a visit should be paid to the old stronghold of the lords of the island, Carisbrooke Castle. The keep of this castle was built by the Normans, and the



The Needles, Isle of Wight.

castle finished under Queen Elizabeth. King Charles I. was confined here in 1648 for a year before his execution, and his daughter Elizabeth died in the castle.

Salisbury.

Salisbury is in easy reach of Southampton, about one hour and fifteen minutes by rail through the lovely green fields of South England. This city is the capital of Wiltshire, and is situated at the confluence of the Avon and Bourne. Its inhabitants number 12,300. The grand old Cathedral is the principal attrac-



Salisbury Cathedral, from the Bishop's Garden.

tion of this city, and deservedly merits a closer description. It was begun in the year 1220 and the body of the cathedral finished 1258. The spire and the west front were not completed until the year 1350. The church is in the form of a double cross, 473 feet long, 229 feet wide, and rises to a height of 400 feet in the spire, from the top of which there is a very fine view. The

interior is decorated with many monuments and sculptures. Some of the latter were carried off by the Puritans, but were recovered and have been replaced.

The nave is 229 feet long, 34 feet wide, and 81 feet high, lined with pillars, between which are statues of the eleventh century. There are two chapels in the choir, one of Bishop Audley and another of Lord Hungerford; and another chapel at the east end of the church.

The Chapter-house, connected with the church by the cloisters, is octagonal and 52 feet in diameter. It is rich in ornamentation and sculpture, and shows some stained glass of recent origin.

The ancient city of Old Sarum, of which there now remains very little but a few earthworks, was the predecessor of the present city of Salisbury. Old Sarum dates back to the time of the Romans.



Stonehenge, on Salisbury Plain.

Stonehenge, on Salisbury Plain.

The celebrated Stonehenge, on Salisbury Plain deserves a visit by the tourist, especially if he be of an antiquarian turn of mind. The name signifies "hanging stones." The remaining vestiges of this remarkable monument show that the original

structure consisted of two concentric circles of upright blocks of stone set about three and a half feet apart and about sixteen feet high, on which roughly-hewn blocks were placed and fitted together. In this first circle was the inner circle, consisting of thirty unhewn granite blocks of five feet in height. Within the inner circle were two ellipses, one within the other. The outer ellipse was formed by six trilithons—two stone uprights with a block across—varying from 16 to 22 feet in height. The inner ellipse was composed of 19 blocks placed endwise as in the inner circle. The inner ellipse contained, and still contains, the altar-stone. The ruins are covered with moss and undergrowth, and have been considerably defaced. Popular legends of various degrees of probability and possibility have been woven round this moss-grown relic of a by-gone age; and the original use to which the pile had been put in ancient times is still a matter of mystery. According to common opinion, the Druids were the founders of the structure, which they used for their worship. Other investigators contend that the numerous sepulchres discovered in the vicinity of Stonehenge would point to a different origin. By some it is said to have been erected by Ambrosius, the last king of the Britons, to the memory of 460 Britons murdered by Hengist, the Saxon king.

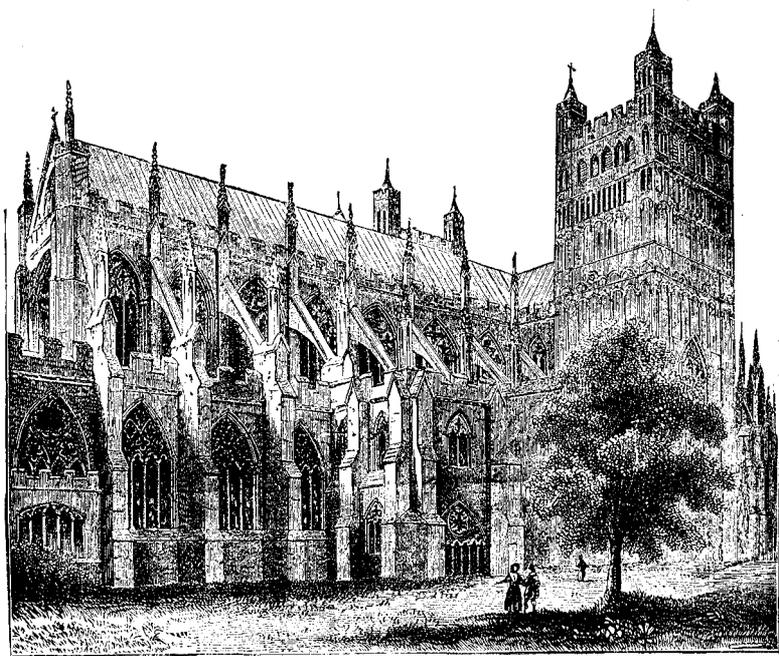
Exeter.

Exeter can be reached from Salisbury in about three hours. Exeter is a large city of 41,750 inhabitants, and the capital of Devonshire, situated on the river Exe, near its mouth, and within eight miles of the Channel coast. The city is built partly on a hill and still shows some of the old city walls and other ruins. The old Cathedral is very interesting. It was begun in the year 1112, but not finished until the end of the fourteenth century. The church was first built by the Normans, whose handiwork only remains in the two towers 145 feet high. The other parts of the Cathedral, as they now are, are of later origin than the towers, and show a highly decorative style. Part of the building has been carefully restored. The old stained glass of the east window, the "minstrels'" gallery on the north side of the nave interior, and the carved bishop's throne and choir stalls are especially remarkable. The Cathedral contains several chapels. The chapter house, formerly connected with cloisters,

is now used as a library. The cloisters were destroyed at the time of the commonwealth.

In the immediate vicinity of Exeter are the ruins of Rougemont Castle, built by William the Conqueror, said to have been originally erected in the Roman period. Rougemont Castle was captured by General Fairfax and destroyed by order of Parliament.

Exeter's woollen manufactures were very considerable in olden times ; the city was once an important port, and still employs a large number of ocean vessels.



Exeter Cathedral.

Winchester.

In going from Southampton to London the traveller should not fail to stop at Winchester, in order to visit the Cathedral and Winchester school. Winchester is one of the oldest cities of Great Britain. It was in existence at the time of the Britons, afterwards occupied by the Romans, and then made capital of England by the Saxon kings, who continued to reside

here for a long period of time—until A.D. 1272, the time of Henry the Third, who was born here. After this date Winchester declined, and finally dwindled down to an ecclesiastical town and the seat of a bishop. One of the antiquities preserved here is King Arthur's Round Table, or what is considered as the king's celebrated table, with the portraits of the king and his worthy knights on it.

The Cathedral was begun in the eleventh century and finished in the fifteenth, the crypt belonging to the Anglo-Saxon church first built here in the year 980. Part of the building was erected by Bishop Walkelyn, the chaplain of William the Conqueror. The choir was built by Bishop Gottfried de Lucy, and the nave, originally of Norman architecture, restored in the fourteenth century by Bishop Wykeham in the Gothic style. The church contains sarcophagi supposed to be the last resting-places of Saxon kings, old stained glass of the sixteenth century, and carved choir-stalls of fine workmanship.

Travellers should not fail to visit Winchester school, founded by Bishop William of Wykeham in the year 1339; the buildings now composing the college are partly of more recent origin.

Brighton.

The well-known sea watering-place, Brighton, is within three hours' ride from Southampton by railroad. The old city of Brighton was partly destroyed by violent storms and consequent inundations in the year 1704, and was neglected for a long number of years, until the year 1782, when George the Fourth, then Prince of Wales, frequently visited the city and gave the impetus to a rapid growth. The population now numbers 80,000, and in the fashionable season the city is filled with London society. The magnificent aquarium is worth seeing. It is considered the most complete in the world, and is fitted up for the entertainment and instruction of visitors in the costliest style. The reservoirs, whence the salt water for the tanks is drawn, have a capacity of 500,000 gallons. The whole building is seven hundred feet in length and 100 feet wide. The former palace, built by George the Fourth and now in possession of the city and used as a museum, was built toward the end of the last century. The style is of a peculiar Oriental

character. The promenades, Marine Parade and King's Road, with the long piers, on which concerts are given, are very attractive in the season when filled with the upper ten thousand in fashionable carriages, on horseback, and on foot.

Southampton to Havre.

From Southampton to Havre the large steamboats of the Southwestern Railway Company run daily during the spring and summer season, and three times weekly during the rest of the year. Baggage can be booked in Southampton directly through to Paris.

The railroad station is very near the harbor, and trains leave Havre for Paris about every two hours.

The time from Southampton to London by the Southwestern Railroad is about two hours and a half. Trains leave Southampton for London every hour.

From Southampton to Bremen.

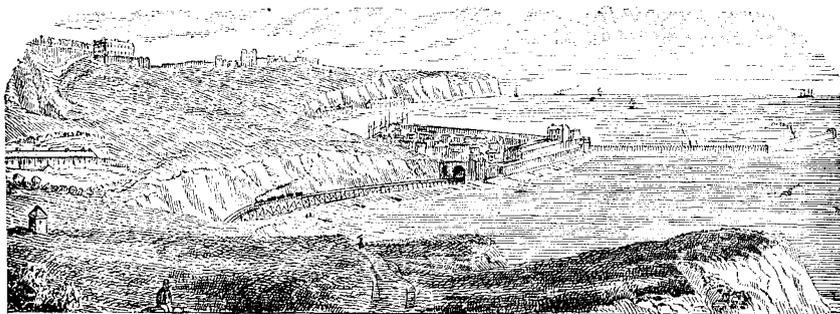
After landing passengers and mails at Southampton, the steamer's anchor is slowly heaved and her head is turned down the river. Spithead with the war vessels of England anchored in the roadstead, and Portsmouth with its many forts are passed, and the steamer soon emerges into the waters of the Channel. The steamer passes Worthing and Shoreham, watering-places on the coast, and finally Brighton, whose parade, aquarium, and piers are barely visible in the distance; and Beachy Head appears on the port bow. After rounding this promontory, 564 feet high, Hastings draws into view, lying along the shore in a valley between two hills, the East Cliff and West Cliff. The Castle of Hastings, on the West Cliff, now in ruins, was built at the time of William the Conqueror, who here fought the noted battle by which he succeeded in gaining a kingdom. The city of Hastings is now chiefly known for its mild climate and its excellent beach.

Dungeness is the next point of interest, a bold promontory jutting out into the Channel. After a run of 12 miles from Dungeness, the steamer reaches Folkestone, now a favorite place of embarkation for Boulogne, on the line from London to Paris.

Folkestone is 27 miles distant from Boulogne, the time of crossing is about one hour and forty-five minutes, and Paris can be reached from London by this route in nine hours.

Dover.

Dover, with its white chalk cliffs, is now abeam. The most striking feature about the town is its castle, crowning the top of the cliff north of the town and 320 feet above the sea. Portions of the present castle were built by the Romans; among them the octagonal tower which was used as a light-house by the ancient conquerors of Great Britain. The keep and walls of the castle were erected by Henry II., and have withstood



Dover from Shakspeare Cliff.

many a siege. It has now been superseded as a fortress by the casemates and strongholds excavated in the rock beneath it, and which are said to furnish accommodation for 2,000 men, with all necessary implements of war and provision. The railways terminating at Dover run on to the Admiralty Pier, at which the Calais steamboat lies. The distance of Calais from Dover is 21 miles; the time from London to Paris by this route is ten hours and thirty minutes.

After Dover, South Foreland is the next point of interest, a bold headland with two light-houses containing powerful electric lights. The chalk cliffs of England now gradually retire as the coast line curves up to the north, ending at North Foreland in an abrupt promontory.

Deal is situated between the two Forelands; near Deal is Walmer Castle, the residence of the Lord Warden of the Cinque Ports. The cities of Sandwich, Dover, Hythe, Romney, and

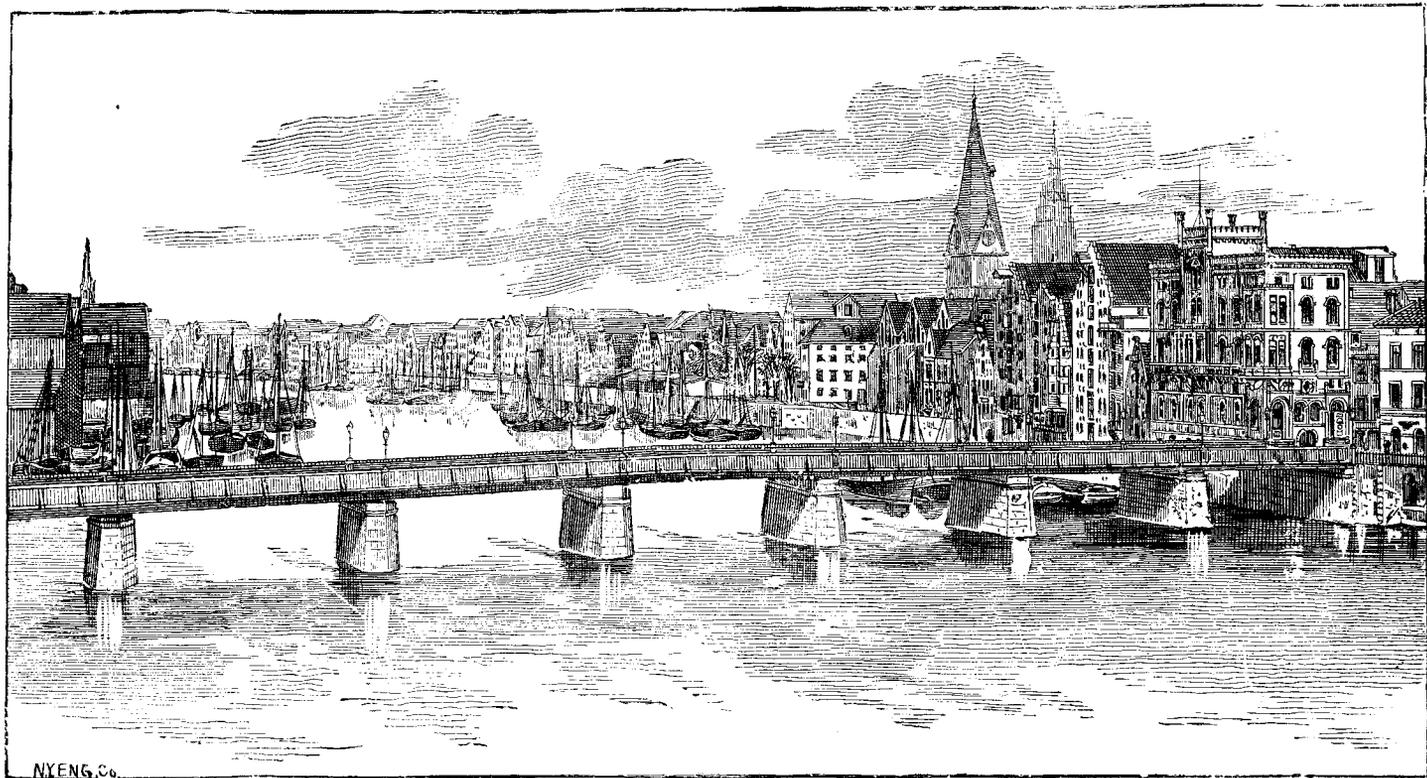
Hastings were the recipients, under the above title, of certain privileges from the Norman kings, in consideration of their protecting England's coast by their naval forces. The name and some ancient customs are all that now remain of this league. In passing through the straits of Dover the eye can detect, if the air be clear, the low, gray line of the French coast at Cape Gris-nez.

The steamer now traverses the German Ocean, and after passing Bordum and Norderney, noted watering-places, and the islands along the coast, the Key-buoy, designating the entrance into the river Weser, is rounded, the light-house next appears on the right, and on both sides the flat lowland is seen, with red-roofed houses and church steeples, and the old-fashioned windmills with revolving sails, peeping out among the trees. The steamer casts her anchor in the river, and the steamboat approaches to take off the passengers and their baggage. On the east side of the river lies Bremerhaven, Bremen's seaport, founded here by the enterprising citizens of Bremen in 1827, on a parcel of land purchased from the kingdom of Hanover, and since enlarged by considerable additions.

The docks are the salient feature of the town as seen from the river, and consist of three large, well-arranged basins, closed by heavy iron pontoons and flood-gates, and connected with the river through channels walled with solid masonry. The first of the docks was finished in 1830, the second in 1851, and the third in 1878; the latter is the most extensive. Between the docks and the river are the workshops and the dry-docks of the North German Lloyd. The docks are constantly filled with shipping; one of them is entirely reserved for the petroleum vessels, with vast storage facilities for this article extending along the sides of the basin.

The population of Bremerhaven is 13,000, and is increasing rapidly. Adjoining Bremerhaven, and separated from it by the river Geeste, is the town of Geestemunde (mouth of the Geeste), established by the former kingdom of Hanover, and especially fostered by the government of that kingdom in the days before the Empire, in opposition to the vigorous growth of Bremerhaven. Geestemunde is provided with two commodious docks, similar to those in Bremerhaven, one of them exclusively for petroleum.

The passengers land on the quay, a few steps from the track



NYENG. Co.

Bremen, with the River Weser.

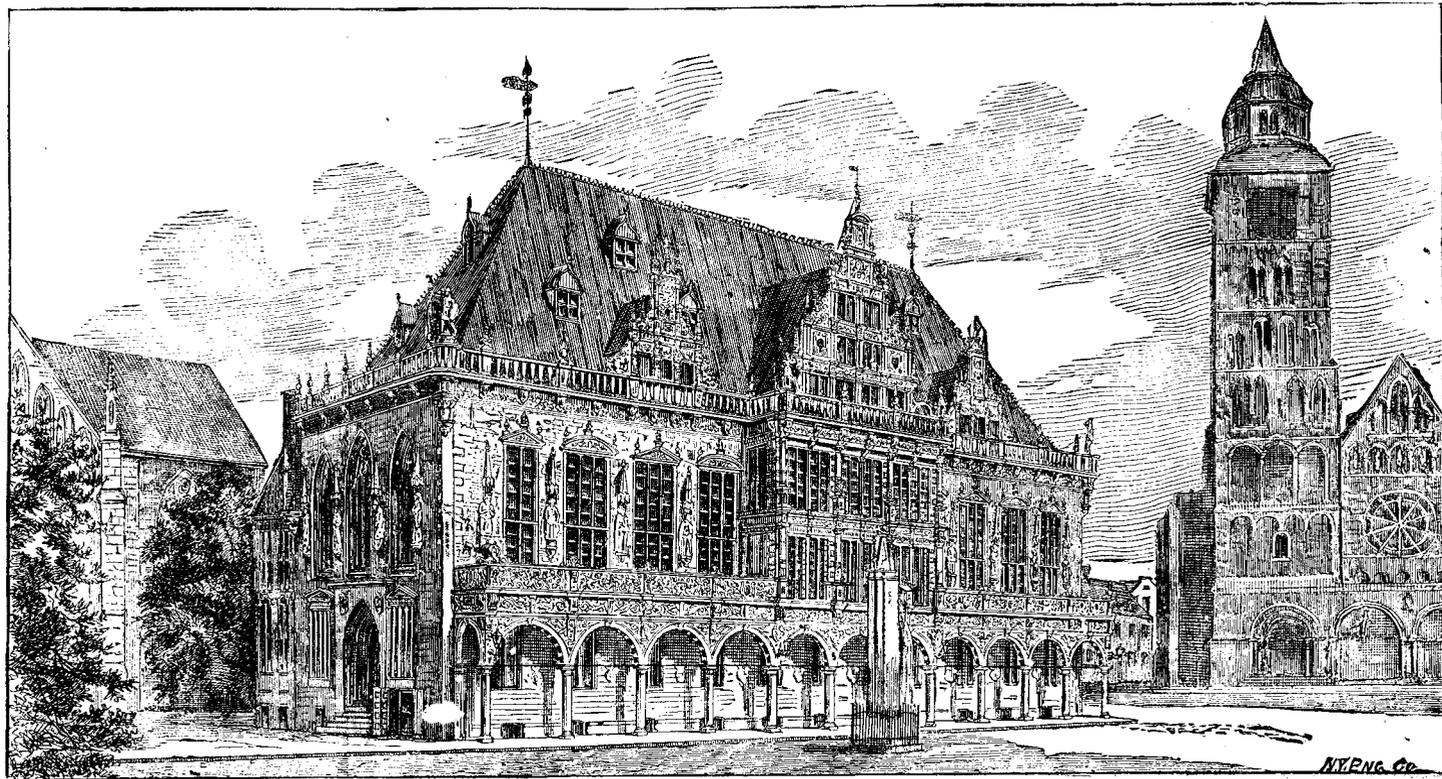
on which the special train is waiting to carry them up to Bremen. The cars soon leave Bremerhaven behind, and cross a level country of moors and heather, passing farm-houses with gray-thatched roofs and storks' nests perched on their gable ends; old churches and windmills, with huge arms sweeping the ground. After a ride of an hour and a half the train pulls up at the station in the City of Bremen.

Bremen, now a city of 103,000 inhabitants, was founded in the eighth century, as the seat of a bishop, by Charlemagne. Some centuries later the city began to occupy a position of considerable importance as a commercial town belonging to the Hanseatic Confederation. In 1522 Bremen renounced Catholicism, and was drawn into the exhaustive struggle of the Thirty Years' War. After the Peace of Westphalia the citizens resisted the Swedes, who laid claim to the former bishopric, and succeeded in maintaining their independence against their aggressors.

During the Napoleonic wars at the beginning of this century the city was repeatedly besieged by the French, and also occupied by the invaders for several years, until after Napoleon's reverses in Russia and the overthrow of the French armies at Leipsic in 1813. On the permanent establishment of peace, the fortifications which surrounded the city, and consisted of bastions and deep moats, were converted into a series of open parks completely encircling the older portion of the city.

The growth of the city, which has been very rapid within the last fifty years, soon extended the limits beyond the original walls, and at the present time the portion of the city built outside the fortifications is the larger. The parks follow the line of the bastions, thus giving opportunity for a good deal of variety in landscape effect, and the green vistas of trees and shrubbery along the ponds of water—formerly the moats—with glimpses of handsome houses on the banks hidden by the thick vegetation and the slight elevations crowned with wind-mills, make a very beautiful picture in the spring and summer months. The city lies on both banks of the river Weser, which is spanned by several bridges. The portion on the right bank is the Altstadt (old city), that on the left bank the Neustadt (new city). The latter is of more recent origin.

The centre of interest for the traveller is the market-place, on which are the old Rathhaus, in modern parlance "City Hall,"



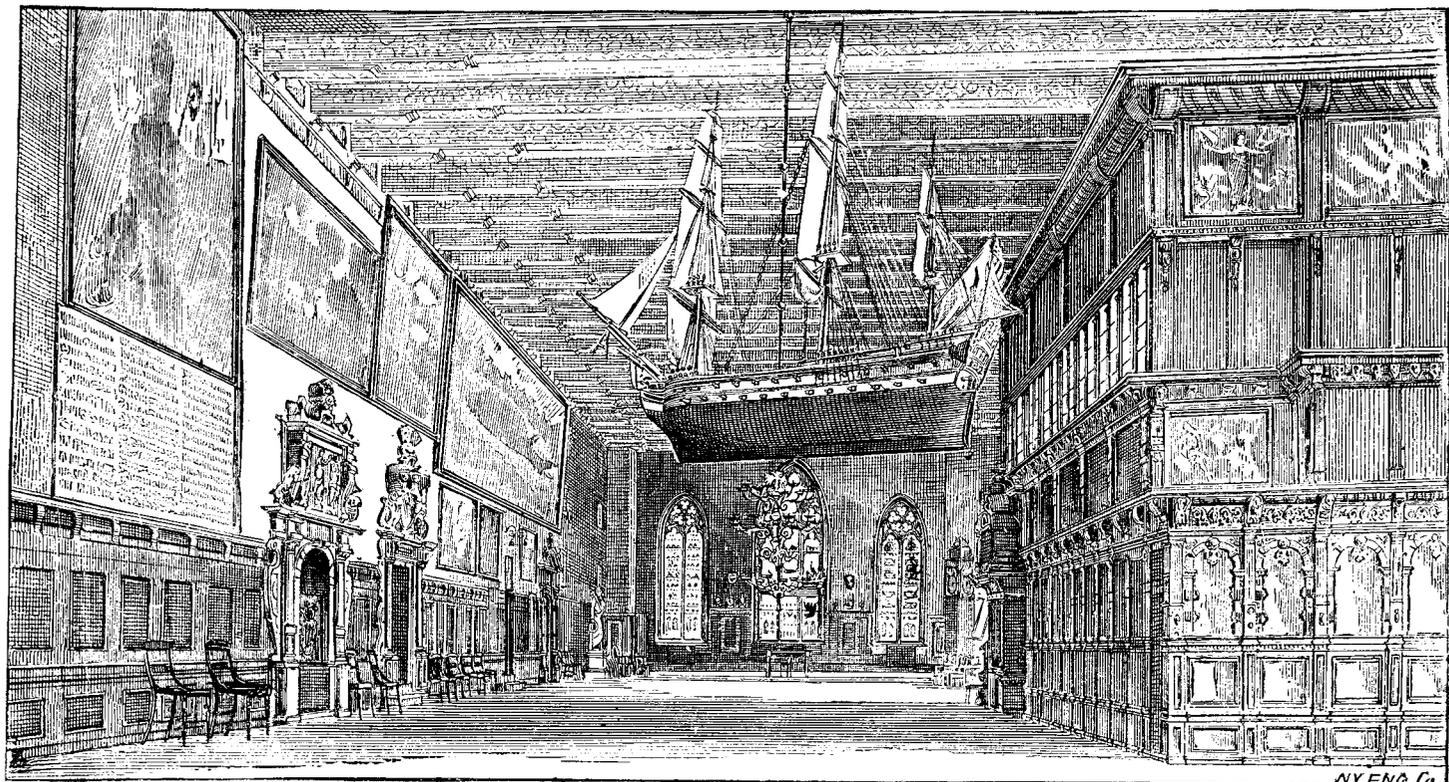
Rathhaus and Cathedral, Bremen.

the Cathedral, the Schütting (Chamber of Commerce), and the new Exchange. The Rathhaus dates back to the beginning of the fifteenth century, with Renaissance additions in a richly decorated façade and gable. A wide wooden staircase leads up from the lower entrance hall to the upper hall, which is about 150 feet long by 50 feet wide, with dark wood ceilings and walls and stained-glass windows, containing names and heraldic insignia of most of the patrician families of Bremen who have made themselves conspicuous in the service of their city during its varied history. Under the Rathhaus is the "Rathskeller"—cellar—in the extensive vaults of which there is much store of good Rhenish wine. In many old casks celebrated vintages are carefully kept and dispensed to the visitor in the cool recesses of the cellar. The large casks "Rose" and the "Twelve Apostles" contain the oldest wines. The wine in the former is more than two hundred and fifty years old. Into this cellar the city fathers in ancient times were accustomed to descend when particularly weighty matters of state were to be discussed, there to invoke the powerful assistance of the wine from the "Rose" in their deliberations. In front of the Rathhaus and facing south is the stone figure of the redoubtable Roland, eighteen feet high, placed here in 1412, bearing a sword and a shield with the imperial insignia, and intended to represent the independent jurisdiction of the free city. At his feet are the head and hand of a criminal, to show the extent of the city's jurisdiction.

The Cathedral, begun in the eleventh century, was finally completed in the sixteenth. One of the towers fell in the year 1638, and is still in ruins. The exterior of the church is rather plain. The interior is remarkable for its bronze font of the eleventh century, its rococo pulpit, a gift of Queen Christina, of Sweden, and its magnificent organ. The lovers of the marvellous will be able to gratify their curiosity by visiting the mummies contained in an old cellar under the church, in which the lead for the roof was melted, and which has the quality of preventing decay. Some of the mummies are said to be four hundred years old.

The modern Exchange, completed in 1864, is a very fine building, in the Gothic style, well worth a visit.

A good point from which to view the old part of the city is the banks of the Weser, which are lined with old warehouses



NY. ENG. Co.

Interior of Rathhaus, Bremen.

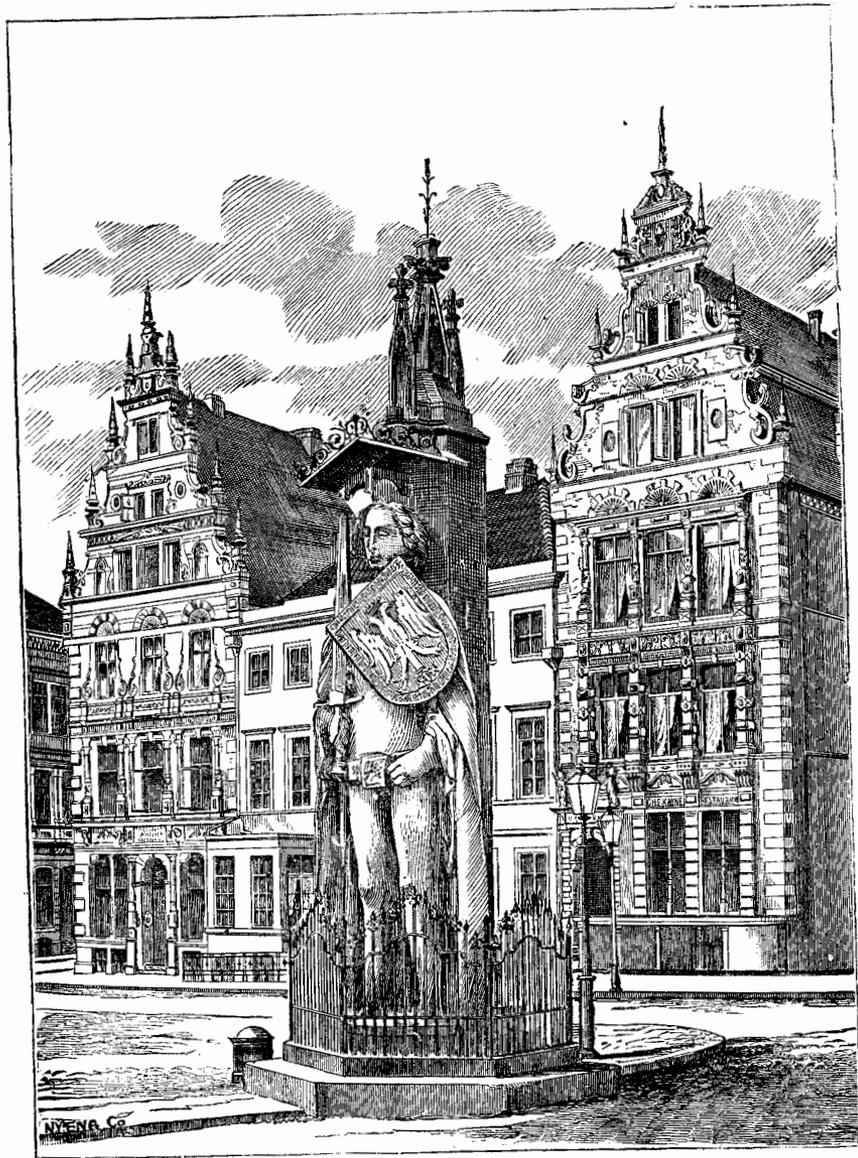
The Upper Hall.

and counting-houses, most of them of very venerable appearance. The streets near the river are all occupied by business houses, with the high-peaked gable ends towards the street.

The new streets of the city outside the former city walls abound in handsome private houses, most of which have quite an American appearance, with little plots of grass in front. There has been a good deal done of late years to beautify the city by extensive parks; and theatres and concert halls afford amusements to the pleasure-loving.

Bremen is central in position and connected by the shortest railway routes with all the principal points in Germany, Belgium, Holland, and Switzerland. The approximate time by express train from Bremen to the points named is as follows :

	Hours		Hours
To Berlin, Germany,	6	To Carlsruhe, Germany,	16
“ Hanover “	2½	“ Stuttgart “	17
“ Elberfeld “	8	“ Strassburg “	19
“ Osnabrück “	2	“ Metz “	23
“ Göttingen “	5	“ Freiburg “	19
“ Braunschweig “	5	“ Würzburg “	16
“ Magdeburg “	6	“ Nuremberg “	18
“ Leipzig “	9	“ Augsburg “	21
“ Dresden “	11	“ Munich “	22
“ Weimar “	11	“ Innspruck, Austria,	28
“ Gotha “	12	“ Salzburg “	29
“ Düsseldorf “	6	“ Carlsbad “	24
“ Cologne “	7	“ Prague “	31
“ Bonn “	8	“ Vienna “	28
“ Aix-la-Chapelle “	9	“ Amsterdam, Holland,	8
“ Coblentz “	9	“ Rotterdam “	10
“ Wiesbaden “	13	“ The Hague “	10
“ Mayence “	13	“ Utrecht “	8
“ Cassel “	6½	“ Brussels, Belgium,	16
“ Frankfort “	11	“ Antwerp “	16
“ Mannheim “	13	“ Bâle, Switzerland,	20
“ Darmstadt “	12	“ Zurich “	25
“ Heidelberg “	14	“ Lucerne “	30
“ Worms “	14	“ Berne “	34
“ Treves “	12	“ Lausanne “	45
“ Homburg “	12	“ Geneva “	47
“ Baden-Baden “	17	“ Paris, France,	19



Statue of Roland, Bremen.

Eighteen feet in height. Erected A. D. 1412.

The routes diverging from this city all lead to parts well known for their beautiful scenery, or to cities interesting by reason of their antiquity and their other varied attractions in buildings, and monuments of art and industry.

Bremen is not in the Customs Union of Germany, hence travellers on their arrival will not be incommoded by the examination of their baggage, and all the accompanying inconveniences of such a visitation. They can take their trunks and other baggage with them in their carriage from the railroad station to their hotel, without being detained by the custom-house officers. On leaving for the interior of Germany the custom officials examine their baggage at the railroad station; this, however, is done in a quiet, orderly, and rapid manner.

The trains leave Bremen from one central railroad station. In regard to time-tables and other information as to movements of trains throughout Germany, France, and in fact the whole of Northern Europe, the traveller will find "Hendschel's Telegraph" the most reliable guide. This railroad guide is to be had at all book-stores in Germany.

HINTS FOR TRAVELLERS

BY THE

North German Lloyd Steamers.

It is difficult to determine which is the best month of the year for an ocean voyage. Some tourists or regular travellers believe April to be a good month, as the weather is then generally settled and there is usually an absence of fogs. Others, again, prefer May or June. July is usually the month in which the quickest passages are made, as the sea is then seldom ruffled with a storm of any consequence. However, every one has his own ideas on the subject, and it may be safely said that the whole season from April till August is favorable to the ocean traveller as a general thing. On contemplating a trip the tourist should lose no time in applying for accommodations on the steamer that he wishes to take. During the whole spring and summer season the steamer's cabins are well filled, and it is absolutely necessary to apply early for room if one wishes to enjoy the luxuries of a good room "amid-ships," the favorite location with all travellers. So-called "refusals" of rooms on a certain steamer are given, but only for a short length of time, and as the season approaches the traveller is called upon for an early decision as to whether he will take his room or not.

BERTHS.

On application the passenger will receive cabin-plans of the steamer he prefers, with the vacant berths or rooms marked, from which he can take his choice. The passenger's name is put down on books kept for that purpose, and he receives the passage ticket a week or two before sailing.

BAGGAGE.

Passengers who are burdened with much baggage can send their trunks by express to the Company's docks, Bremen

Pier, foot of Second Street, Hoboken, N. J., where they will be kept until the passenger's arrival in a room arranged for the purpose. The passenger will do well to pack all clothes and articles not needed on the voyage in the large trunks which go in the hold. The necessary articles for the voyage can be put in valises and trunks not over fifteen inches in height, which can be placed under the berths.

CLOTHING.

It is advisable to adopt the precaution of supplying one's self with heavy winter clothing for the sea-voyage, as the air is apt to be quite cool out on the ocean, even if the temperature on shore be warm, and, as everything is liable to rough usage on board, old clothes should be the order of the day. These remarks apply in the main to male attire; as regards the mysteries of the female toilet it is not the object of the present lines to presume to dictate to the superior wisdom of the gentler sex.

SEA-SICKNESS.

The question is frequently asked, Is there no remedy for sea-sickness? There are many believers in the efficacy of oranges, hard gingerbread, porter, ale, "half-and-half," champagne, ice on the spine, and dozens of other specifics. The only advice that ought to be given is to remain in the open air, on deck, and on one's feet as much and as long as possible, and to avoid the close air of the cabins until the internal organs have accustomed themselves to the swaying motion which causes the nausea commonly called sea-sickness. The traveller will find that in most cases the symptoms of sickness disappear after twelve hours of this heroic treatment.

PASSPORTS.

As regards passports, the traveller will hardly find it necessary to provide himself with this means of identification in European countries with the exception of Russia; still, with a view to unforeseen occurrences, it is reassuring to be in possession of an instrument which settles all questions as to identity. One passport suffices for a whole family of husband, wife, and children, the latter under age; other persons not properly belonging to the family should have separate passports.

For passports, application should be made to the State Department, Washington, D. C. ; cost, \$5. The applicant should send a description of his person, age, height, etc., with a sworn statement of date and place of his birth, and an oath of allegiance to the United States, certified by a notary, with his application to Washington. The simpler way, probably, is to place the matter in charge of some notary, who usually has the proper papers, and procures the passport from Washington for a moderate compensation.

LANGUAGES.

Those who travel abroad should have some knowledge of the French or German language. In all larger and more important cities the traveller will find English spoken, but in out-of-the-way places in Germany, France, Italy, and Switzerland it is very difficult to get along without French. The traveller should acquire a partial knowledge, no matter how slight, of the language of each country he is about to visit, as this will protect him from imposition in very many cases.

RAILROAD TRAVELLING.

The cost of railroad travelling is comparatively cheap in Germany. If the tourist desires to travel in a comfortable way the second-class carriages will amply suffice for his purpose ; they are better than the first-class carriages in England. The German first-class carriages are fitted up in velvet and other fine materials, but, beyond the exclusiveness which a traveller in one of these compartments enjoys, there is very little difference in favor of the first class. The third-class carriages have wooden seats and are always clean. Contrary to the American custom, smoking is allowed in all carriages except in the "nicht-raucher coupés" (non-smoking compartments) and the compartments reserved for ladies.

RAILROAD FARES.

The fares on German railroads are on an average about three cents a mile for first-class, two and a half for second, and one and a half for third.

RAILROAD TIME.

The time on German railways is generally about 30 miles an hour on express trains. The amount of weight free on baggage

is from 20 to 50 pounds per passenger, and the charge on the overweight is moderate. The traveller should make it a rule to be at the railroad stations about fifteen minutes before the departure of the train, as the taking of the ticket, weighing and checking of baggage, consume a good deal of time. In crossing over the line to another country the traveller should look after his own baggage, and see that it is examined by the officials and again checked when the usual formalities have been disposed of. The diligence is now superseded by railroads in most parts of Europe, but in some retired districts of Germany and France, and in the mountains of Switzerland, it is still the means of conveyance. The stages are very heavy and not very fast, but quite comfortable.

LETTERS OF CREDIT.

If the traveller's expenses are heavy, a circular letter of credit is undoubtedly the only safe way of transporting the wherewithal. These circular letters of credit are issued by bankers on their correspondents in Europe and over the world, and money can thus be obtained at any one of the principal cities of the civilized world. Tourists should be careful to obtain these letters of credit of bankers who are of undoubted standing.

MONEY.

For those who wish to take with them ready money, at least for part of the journey, it may be well to add that English sovereigns and Bank of England notes are readily taken everywhere in Europe; French Napoleons are also good money, especially in the East. The present currency in Germany is a gold valuta. The unit is the mark, 25 cents, about equal to the English shilling, and divided into 100 pfennige (pennies). The coins are 1 pfennig, 2 pf., 5pf., 10 pf., 25 pf., and 50 pf., 1 mark, 10 mark, and 20 mark pieces. The German Imperial Bank, and a few other privileged banks, issue paper money, par with gold, in denominations of 5, 20, 50, 100, 500, and 1,000 marks.

In former times, before the Empire, almost every State in the German Confederation had its own petty system of currency, which naturally produced great confusion and inconvenience, and was a source of constant annoyance to travellers.

The Approximate Value of Coins of European Countries in U. S. Gold.

GERMANY.

Twenty marks (doppel- krone).....	\$4 75	Two marks.....	\$0 48	Two pfennige.....	\$0 00½
Ten marks (krone).....	2 37	One mark.....	24	One pfennige.....	¼
Five marks.....	1 19	Fifty pfennige.....	12	Bavarian florin of 60 kreutzers.....	40
Three marks (the old thaler).....	72	Twenty pfennige.....	5	Austrian florin of 100 kreutzers.....	49
		Ten pfennige.....	2½		
		Five pfennige.....	1¼		

GREAT BRITAIN.

One sovereign (of 20 shillings).....	\$4 83	Half crown.....	\$0 60	Fourpence.....	\$0 08
Half sovereign.....	2 42	Two shillings (florin)...	48	One penny.....	2
One crown.....	1 21	One shilling (half florin)	24	One guinea, a fictitious coin, contains 21 shillings.	
		Sixpence.....	12		

FRANCE.

One double napoleon... \$7 70	Five francs..... \$0 95	Twenty centimes..... \$0 04
One napoleon..... 3 85	One franc of 100 centimes	Ten centimes..... 2
Half napoleon..... 1 93	Half franc..... 10	Five centimes (one sou). 1
Quarter napoleon..... 90		

SWITZERLAND.

One napoleon..... \$3 85	Five francs..... \$0 95	Half franc..... \$0 10
Half napoleon..... 1 93	Two francs..... 38	Twenty centimes..... 4
Quarter napoleon..... 90	One franc..... 19	Ten centimes..... 2

ITALY.

One napoleon d'oro.... \$4 00	One franco or lira Itali- ana.....	Five centesimi..... \$0 01
One napoleon d'argente. 1 00	.....	One centesimi..... ½
	One mezzo franco..... 10	

SPAIN.

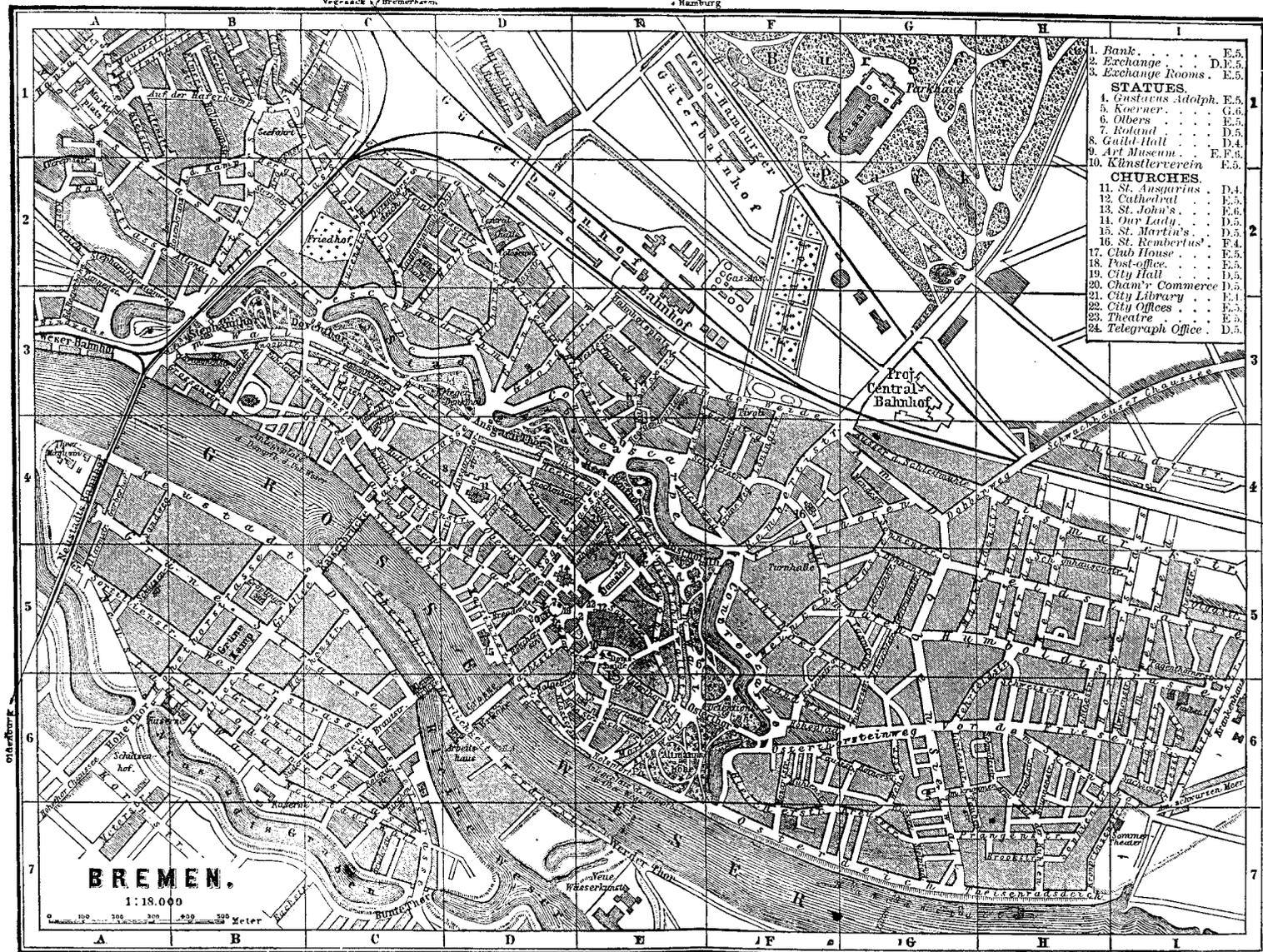
One doubloon..... \$16 00	One duro..... \$1 00	One real..... \$0 05
Half doubloon..... 8 00	Half duro..... 50	Two cuartos..... 2
Quarter doubloon..... 4 00	One peseta..... 20	One cuarto..... 1
One isabelino..... 5 00	Two reals..... 10	One ochava..... ½

RUSSIA.

Imperial..... \$4 05	One ruble..... \$0 75	Five kopecks..... \$0 04
Five rubles..... 3 75	Ten kopecks..... 7½	

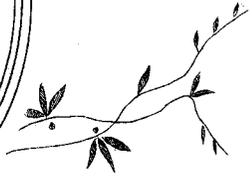
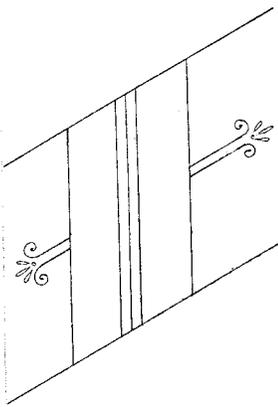
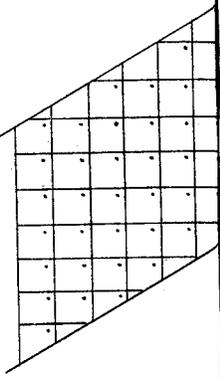
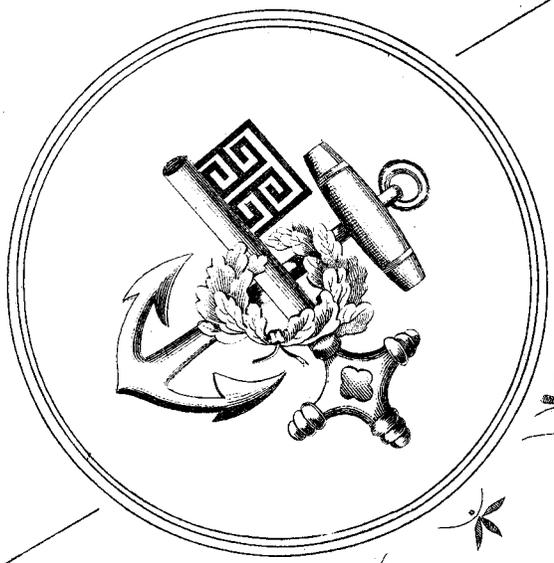
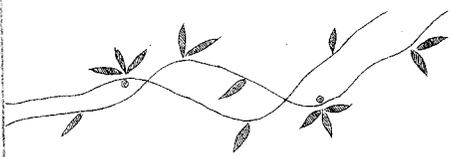
Difference in Time between Washington, D.C., and the Principal Cities of Europe.

Hrs. Min.		Hrs. Min.		Hrs. Min.
Amsterdam..... 5 28	Edinburgh..... 4 53	Moscow..... 7 38		
Berlin..... 6 2	Gibraltar..... 4 51	Paris..... 5 43		
Berne..... 5 37	Glasgow..... 4 51	Rome..... 5 58		
Brussels..... 5 27	Lisbon..... 4 32	St. Petersburg..... 7 10		
Constantinople..... 7 4	Liverpool..... 4 56	Stockholm..... 6 20		
Copenhagen..... 5 58	London..... 5 8	Venice..... 5 57		
Dublin..... 4 43	Madrid..... 4 53	Vienna..... 6 14		





1882



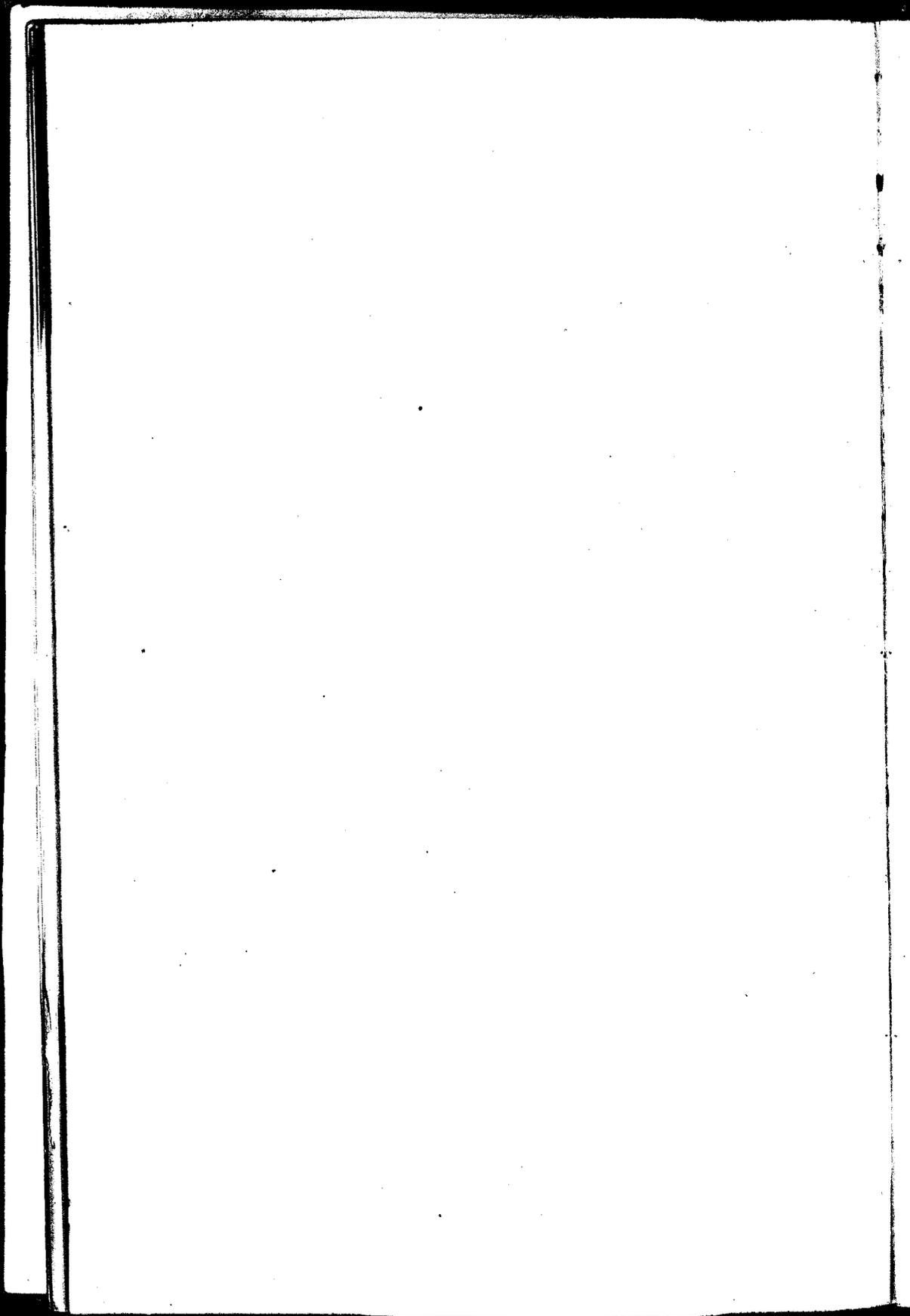
NORTH GERMAN LLOYD
STEAMSHIP COMPANY

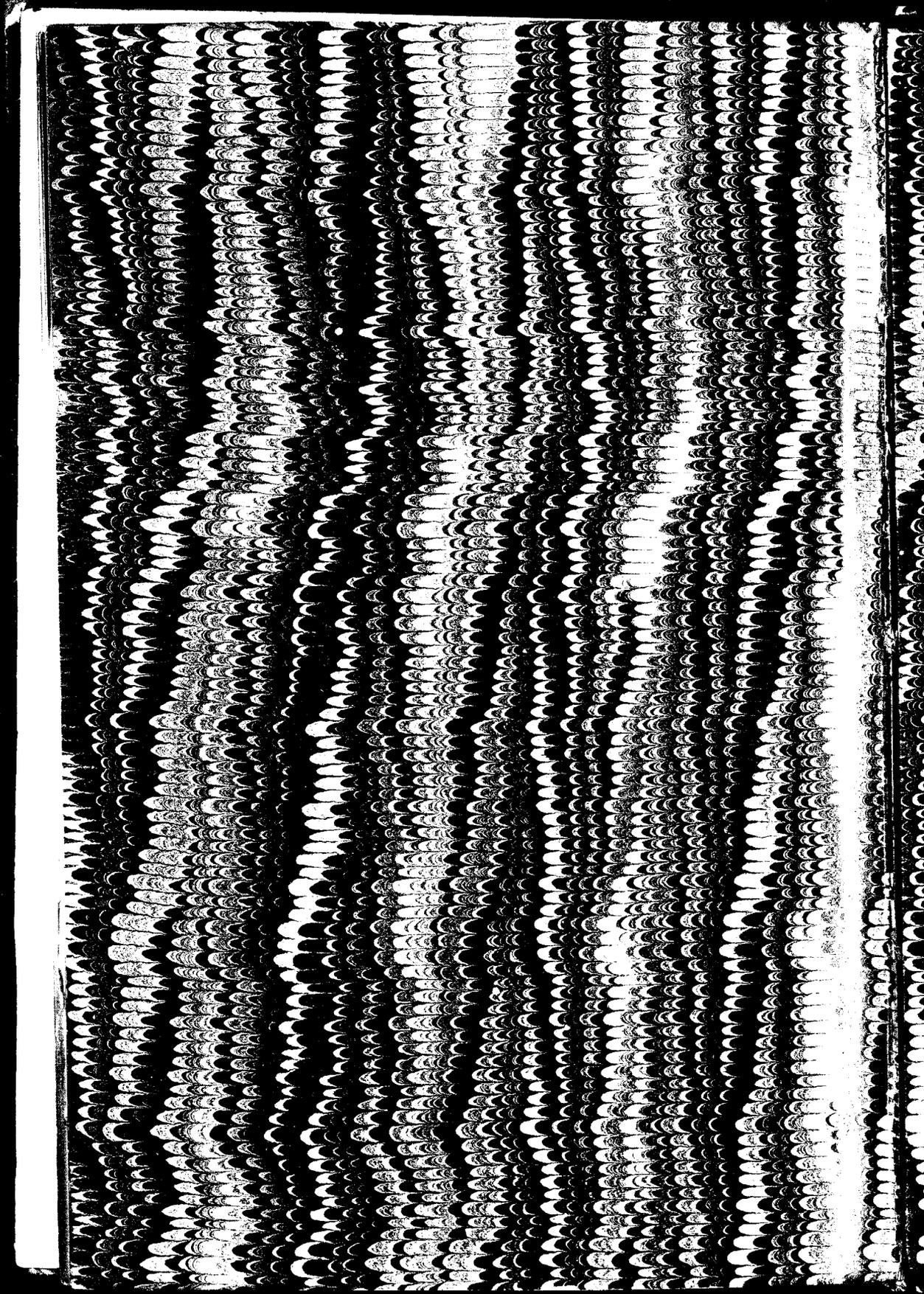


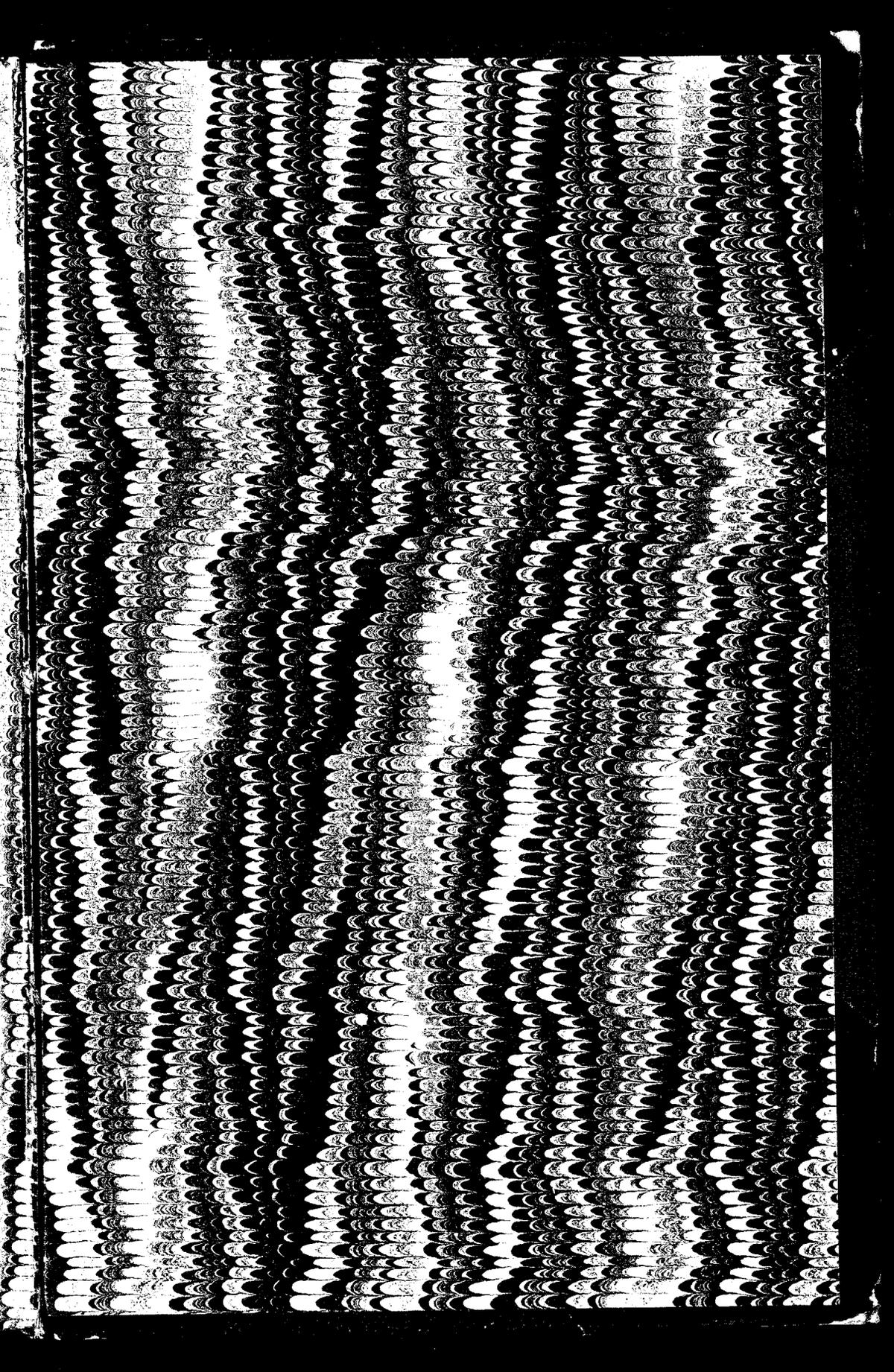


The main body of the page is blank white space, containing no text or illustrations.









LIBRARY OF CONGRESS



0 013 662 654 1