

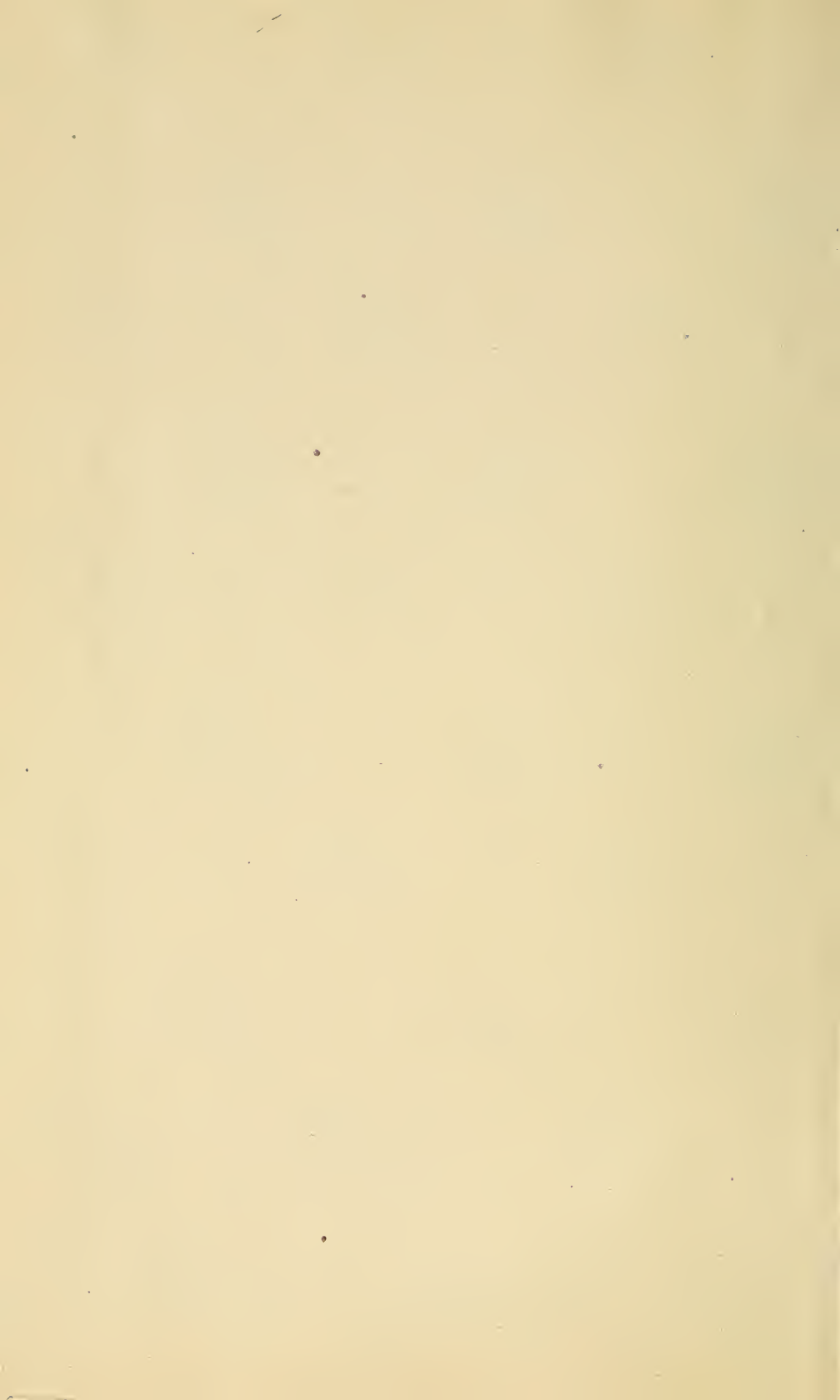
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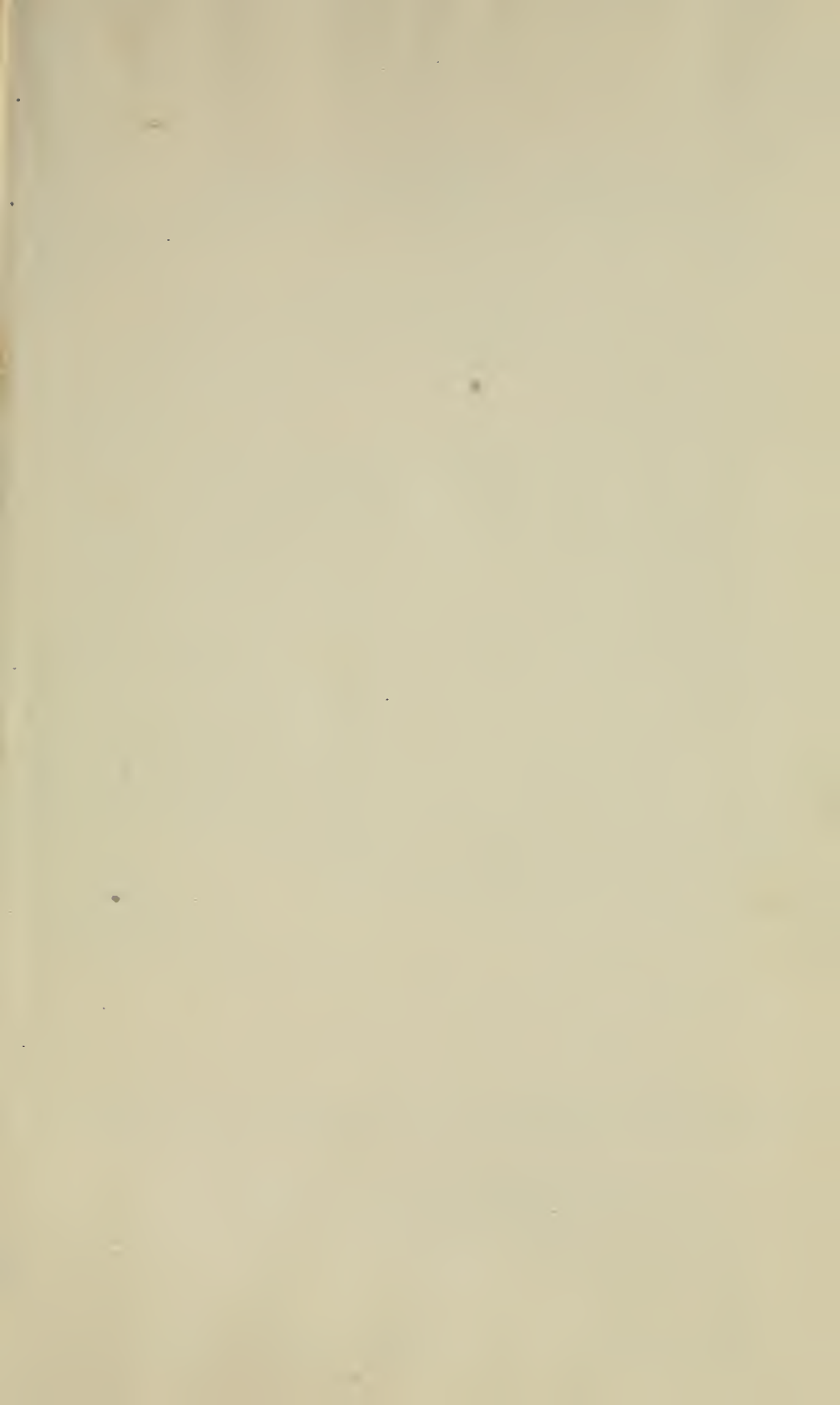
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COLONNADE HOTEL,



CORNER OF

Chestnut and Fifteenth Streets.

PHILADELPHIA.

JOHN CRUMP, Proprietor.

Pennsylvania Rail Road Co.

THE

GREAT TRUNK LINE

AND

UNITED STATES MAIL ROUTE

BETWEEN THE

PACIFIC AND ATLANTIC OCEANS.

The most splendidly equipped and best constructed Railway Line in the world. It is double track and stone ballasted, and is laid with solid sleepers and heavy steel rails throughout, between PITTSBURGH and NEW YORK. The bridges are built of iron and stone, and all material used in construction is subjected to the closest inspection and highest tests. The WESTINGHOUSE AIR BRAKE is attached to all passenger trains, and the system of safety signals is perfect. PULLMAN DRAWING ROOM, SLEEPING AND PARLOR CARS are run on all Express Trains from CHICAGO, ST. LOUIS, LOUISVILLE, INDIANAPOLIS and CINCINNATI to PHILADELPHIA and NEW YORK without change. The scenery on this route for grandeur, beauty and variety, is unsurpassed in the World. All who contemplate a trip to EUROPE should travel over this famous line.

Through tickets for sale at the lowest rates in all principal cities in the United States.

A. J. CASSATT,
Gen'l Manager.

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Gen'l Pass. Agt.

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THE
AMERICAN'S HAND-BOOK
TO
VIENNA AND THE EXHIBITION.

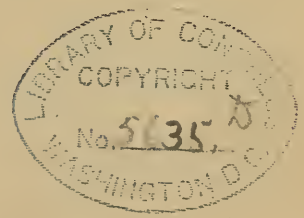
COMPRISING ALL NECESSARY INFORMATION IN REGARD TO

ROUTES, EXPENSES, HOTELS, BOARDING-HOUSES, POSTAGE, MONEYS,
RAILWAY FARES, STEAMERS, CABS, LEGATIONS, &c.,
WITH TIME TABLES, MAPS, &c.

BY

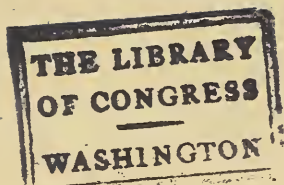
C. W. DEBERNARDY.

ILLUSTRATED, AND WITH A LARGE MAP OF VIENNA, A PLAN OF THE EXHIBITION
BUILDING AND GROUNDS, &c.



PHILADELPHIA:
PORTER & COATES.

1873.



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INTRODUCTION.

THIS book has no pretension to enter the lists as a rival or opposition to Appleton, Murray or Baedeker, the well-known Continental Guide-Books. Its object is to be the handy guide and companion of practical information for the Tourist *en route* or on his arrival. Once settled at his place of destination, he will have access to fuller guides and descriptions to supplement the mere indications given in this work.

It was formerly thought necessary to give copious directions to travellers for their journey, when travelling was slow, difficult and occasional; but now that rapidity, ease and frequency are in the ascendant, a few hints will suffice.

First in importance to the traveller is *money*. A sufficient provision in any currency, or of any character, is easily convertible into current coin in any state, city or town on the continent of Europe, through bankers, money-changers and the proprietors of hotels, who will readily take and exchange moneys of almost any country.

The American traveller has usually his letters of credit, which speak for themselves; otherwise, French gold or English bank-notes are the best money to take into Germany. The former circulates freely everywhere. A very little attention to the money-table of this volume will make the traveller quite master of the subject. Perhaps nowhere in Europe does money and exchange vary more than at Vienna, where the fluctuations are frequent, rapid and great.

Passports used to be the great nuisance and subject of grief to the traveller. Now they are seldom asked for, but they are frequently useful to prove identity, to claim letters, and even to obtain admittance of favor to places out of the usual course. They cost little, occupy little space, and therefore had better be had.

Difference of *language* is not as much an obstacle now as formerly. In North Germany, on the Rhine, and in the beaten track of tourists, English and French are almost universally spoken by waiters, attendants and servants, at hotels, cafés and restaurants—at Vienna not so much so. The upper classes are excellent linguists, and nearly all speak English with fluency and purity. In the commercial world French is more generally known; but at many of the places of entertainment, restaurants, cafés, &c., only German waiters are to be met with. At the principal hotels, one or more of the wait-

ers always, and the hall porter generally, speak English as well as French. The traveller, however, with a knowledge of German, is of course more independent than he who is obliged to have recourse to an interpreter.

The *hotels* in Germany have immensely improved of late years, and, except those of Switzerland, are the best in Europe. Those mentioned in this Guide may be relied on, and where a recommendation is given, in exceptional cases, it is from well tried merit, the author in the selection having been guided by his personal experience.

At the large hotels a private sitting-room, except in case of a family, is not necessary, the bed-rooms being fitted for sitting-rooms as well. They are well furnished, and the attendance good—the waiters being often, by education, gentlemen.

Of this the writer had a striking proof, on coming down one morning to an early breakfast in the coffee-room of a large German hotel, by overhearing a conversation between two well-dressed young men on a concert of the previous day. The criticisms were in good taste, and evinced a perfect knowledge of music and a delicate appreciation of poetry. The genius of *Shakespeare* and *Schiller* were next made subject of discussion, and both parties showed a cultivated taste in their arguments. The conversation was most pleasant and instructive, yet the parties themselves were *waiters*, and two of the most attentive in the establishment. They thus serve their apprenticeship before becoming proprietors themselves; and a hotel proprietor in Germany takes rank with the best commercial men of the place.

It will contribute much to the comfort of the traveller if he will as much as possible conform to the habits and customs of the country he visits as to hours and meals. At Vienna, for instance, everybody (except at state or fashionable parties) dines between 12 and 2; and at present there is only one *table d'hôte* amongst all the hotels; between 2 and 8, therefore, visitors must put up with scant or indifferent fare. Even suppers are early—generally about 9 o'clock; so that in fact the early dinner may pass for luncheon, and the supper for a late dinner. At hotels on the road there are sometimes two *tables d'hôte*—one at 12 or 1, and a later one for tourists—the first being the *best*, and the last the dearest.

Railroads now intersect Germany in every direction. The carriages are roomy and good, the second class being quite as good as those of first class in England or France; and a journey through Germany is now a matter of easy comfort. The through trains from London and Paris to Vienna, are fast and well organized, and afford the best means of conveyance for such as have only Vienna for their object; but the traveller with time, taste and money, will do well to break his journey at some of the most interesting places and cities on the way. Heavy luggage should be sent on *direct*, the traveller only keeping such as is necessary for his daily use. The greatest bore in travelling is unnecessary luggage. One good-sized portmanteau is better than several small packages; a distinguishing mark should be adopted, and, as mistakes with luggage are almost the rule instead of the exception in Germany, it will be

prudent to have name and destination in a legible hand on a label as well. Lost luggage is generally found, but its temporary loss subjects the traveller to detention sometimes at inconvenient places. A thoroughly independent traveller, in the summer months, is one who takes a light valise only, which will go under the seat of the carriage.

In 1870, the writer had a three months' tour through Northern and Southern Germany, visiting the principal cities of both. His luggage consisted of a valise not weighing 30 lbs., which contained all that was necessary from first to last. He had neither rug, overcoat, waterproof or umbrella—he never felt the want of either. At arrivals and departures he was independent of porters, cabs and omnibuses, and he saved 5*l.* in money, and probably several days of time, and was spared discussions, anxieties and disputes.

In most respects travelling is now so easy, that children are sent on long journeys across the continent, through different States, with little or no difficulty.

An abundant stock of good humor—a pleasant smile, and the offer of a cigar—will often remove apparently insurmountable difficulties that money would not overcome.

The American Consular Establishment is so diffuse and well organized, that the citizen of the United States will seldom be far distant from such assistance or relief as he may require.

Good *Guide Books* will be found a convenience. The restricted limits of this guide must necessarily contract its compass in the way of descriptions, and leave the traveller to seek in other works what fuller or other details he may require. The best guide books to Southern Germany are Appleton's *European Guide Book*, 2 vols.; Murray's *Hand Book to Southern Germany* (London, 1873), price 12*s.*, a very excellent and exhaustive guide, compiled with the greatest care—valuable as a travelling companion, and invaluable as a *library* book of reference afterwards; Baedeker's *Southern Germany and Austria* (Coblenz), 1871, 5*s.*, more condensed than the former, but very good—it is published in three languages, German, French and English, and is of a more cosmopolitan character than Murray's, which is especially suitable for English tastes and requirements.

Cox's House of Austria, 3 vols., is not a guide book of places, in one sense of the word, but gives most graphic accounts of interesting facts and details in connection with the history of Germany and Austria, and will enable the traveller to appreciate better the historical references to past events so frequently met with in buildings, galleries, &c. The visitor will therefore do well to read up in this work for the knowledge he may be deficient in with regard to the history of especial localities.

The citizen of the United States, as a rule, will land at Cork, Liverpool, Southampton or Havre. The following routes are sketched, from the several points indicated; but as great changes are contemplated on the different lines, with a view to facilitate the traffic with Vienna, the traveller is recommended on leaving to provide himself with a local time-table, or test by in-

quiry on the spot, the information now given. The best time-tables are : In Ireland, *Falconer's A B C Guide* ; in England, *Bradshaw's British Guide* ; in Germany, *Henschel's Telegraph*.

C. W. DE B.

London, April 1st 1873.

NOTIFICATION TO TRAVELLERS.

American citizens visiting the Austrian Capital for the first time will meet with every attention and obtain every information on all subjects connected with routes, residents or customs that may be useful to render their visit agreeable and profitable, from Mr. De Bernardy, the American and Continental Agent at Vienna. Letters addressed to that gentleman will have prompt attention.

HANDBOOK OF TRAVEL

FROM

THE TRANSATLANTIC STEAMSHIPS

TO

VIENNA.

To LONDON.

From Steamer at Queenstown to London.

Queenstown, 10 miles from Cork, of which it is the port for ocean steamers, a town of little importance to the traveller.

HOTEL.—*Queen's Hotel.*

Cork is reached from Queenstown by rail, connecting with rail to Dublin, or by the river which is very picturesque. Steamboats depart frequently.

Cork, 165 miles from Dublin. Population 80,000. The next city of Ireland after Dublin in population.

U. S. CONSULATE: Wm. H. Townsend, *Consul.* G. B. Dawson, *Deputy and Vice-Consul.*

HOTELS.—The *Imperial.* The *Victoria.*

Railway to Dublin, 6 hours by fast train. Fares 30s. ; 22s. 6d. ; 13s. 8d.

Steamer to Bristol, 19 hours, three times a week according to tide. Fares 24s. ; 10s. 6d.

Through tickets between Cork and London *via* Bristol, first class, 38s. and 34s.

Steamer to Milford, Cardiff and Newport, once a week.

Steamer to London, 3 days, calling at Plymouth, once a week. Fares 25s. ; 12s. 6d.

Dublin, chief city of Ireland, on the river Liffey, distant 295 miles from London, 138 from Liverpool, 70 from Holyhead. Population 246,000.

U. S. CONSULATE: Wilson King, *Consul.* W. L. Barrington, *Vice-Consul.*

PRINCIPAL HOTELS.—*Bilton*, Upper Sackville street. *Eldridge's*, Kildare street. *Gresham*, Upper Sackville street. *Morrison's*, Dawson street. *Shelburne*, Stephen's Green. All fairly good, none first-rate.

Jury's Commercial Hotel is an excellent establishment for single men for comfort, cleanliness and fair charges.

PRINCIPAL BUILDINGS.—*Trinity College.*

The *Cathedral*, is a very old building dating from 1038. The present building was finished in 1370, and was recently thoroughly restored by the late Sir Benjamin Guinness, at a cost of upwards of £100,000. It contains several monuments of interest. Choral service on Sundays at 11 A. M. and 3 P. M.

The *Castle*, or official residence of the Lord Lieutenant or Viceroy. The Chapel and St. Patrick's Hall alone are worthy of attention.

The *Four Courts*, or courts of law, on the north side of the Liffey.

The *Custom-House.*

The *Mansion-House*—residence of the Lord Mayor.

Exhibition Palace and Winter Garden, built at a cost of £80,000, for the International Exhibition of 1865.

Theatre Royal, Hawkins street.

Theatre, Grafton street.
Bank of Ireland, College Green,
 once the Irish Parliament House.
The City Hall.

MUSEUMS.—*Dublin University*, open daily, 10 to 4. *Irish Industrial*, Stephens's Green, daily. *College of Surgeons*, Stephens's Green, West, Mondays and Fridays.

Royal Dublin Society, Kildare street.
The National Gallery of Ireland, Merion Square, contains a very good collection of paintings; sculpture is represented by casts from the antique; open daily.

Phoenix Park, probably the finest Park in Europe, is distant two miles from the Post-Office, and is seven miles in circumference; within its limits is the Vice-regal Lodge, the residence of the Lord Lieutenant, and many other Government Buildings, the Zoological Gardens, and a conspicuous obelisk, a Wellington testimonial from the inhabitants of Dublin.

Botanic Gardens, Glasnevin, 43 acres in extent, open daily.

POST-OFFICE, Sackville street, open 7 A. M. to 7 P. M.

Letters despatched for England and Foreign Countries, 6 A. M. and 6 P. M.; arrive at 7.40 A. M. and 6.35 P. M.

DUBLIN CAB FARES.

RULES APPLICABLE TO ALL CASES OF HIRING.

Luggage.—No driver is bound to carry any article injurious to his vehicle. With the 6d. fare drivers may charge 2d. for each article of luggage. When the fare amounts to 1s. drivers carry free of charge any three articles, such as travelling-bag, portmanteau or trunk, the latter not to exceed three feet in length; all other articles of luggage beyond specified number, 2d. each. No small parcel, book, umbrella or other article usually carried in the hand, to be subject to any charge whatever; and in no case shall the charge for passengers or luggage within the borough exceed 2s.

Drivers shall not carry more passengers than their vehicles are constructed for, allowing at the rate of sixteen inches for each adult—two children, between the ages of three and twelve, to count as one adult.

Drivers, when sent for, shall be bound to proceed from the stand to the residence of the hirer without extra charge; but if sent away without being employed, they shall be entitled to the fare of sixpence.

Drivers, if detained at the residence of the hirer for more than five minutes before start-

ing, shall be paid for such detention at the rate of threepence for every quarter hour commenced; and in all cases the regular fare shall commence at the time of starting.

FARES WHOLLY WITHIN THE BOROUGH.

By set Down or by Time—the Driver to ascertain beforehand whether the hiring is by time or otherwise.

No. 1.—By Set-Down. s. d.

| | | |
|--|---|---|
| From any place within the Municipal Boundary, direct to any other place within the same, for not more than two adult persons..... | 0 | 6 |
| Between the hours of 10 P. M. and 9 A. M. | 1 | 0 |
| Two children, between the ages of three and twelve, count as one adult. No charge for one child. | | |
| For more than two persons, at any hour | 1 | 0 |
| If called upon to stop in the course of a set-down, the driver must inform the hirer that an additional charge of sixpence will be made, otherwise the demand will be illegal. | | |

No. 2.—By Time.

| | | |
|--|---|---|
| For the first hour, or any part thereof.. | 1 | 4 |
| For every half hour after the first hour.. | 0 | 6 |

FARE PARTLY WITHIN AND WITHOUT, OR WHOLLY WITHOUT THE BOROUGH.

By Distance or by Time—the Driver to ascertain, beforehand, whether the hiring is by Time or otherwise. The distance as regards Fares, shall be computed from the General Post-Office.

No. 1.—By Distance. s. d.

| | | |
|--|---|---|
| For a drive, returning with the hirer, with a delay of not more than thirty minutes, for every statute mile, both going and returning..... | 0 | 4 |
| For the same, but not returning..... | 0 | 6 |
| For every half mile commenced after the first mile, one-half of the above rates. | | |
| Drivers, when waiting beyond thirty minutes, to be paid for such detention, at the rate of threepence for every quarter-hour. | | |

No. 2.—By Time.

| | | |
|---|---|---|
| For the first ten minutes or under, for not more than two adult persons, a fare of..... | 0 | 6 |
| The foregoing rate to be increased to 1s. between the hours of 10 P. M. and 9 A. M. | | |
| In reckoning fares, two children, between the ages of three and twelve, to count as one adult. No charge for one child. | | |
| For more than two persons, at any hour. | 1 | 0 |
| For every further ten minutes..... | 0 | 6 |
| No driver to be bound to a time engagement beyond thirty minutes, except by agreement. | | |

The traveller from Dublin has choice of four routes to England as follows:—

1st. Kingstown (by rail from Westland Row at 6.15 A. M. and 6.45 P. M.) to Holyhead, 3½ hours, by the City of

Dublin mail steamers, magnificent vessels of 2000 tons each, morning at 6.45, evening 7.15; fares 12s. and 8s.

2d. Dublin (North Wall) to Holyhead, 5½ hours, at hours according to tide; fare 5s. 6d. and 3s.

3d. Dublin to Liverpool, 9 hours, from North Wall at hours according to tide; fares 13s. 6d. and 5s.

4th. Dublin to London, 4 days, calling at Falmouth, Plymouth, Southampton, Portsmouth and Gravesend, twice a week from North Wall; fares 1l. and 15s. This route is but little frequented by tourists; it is tedious, and the steamers leave much to desire; in fine weather however the coasting from station to station is pleasant.

Dublin and London, direct through tickets *via* Kingstown and Holyhead in 12 hours; fares, first-class, 3l. 2s. 6d.; second-class, 2l. 5s. 6d. Beds are provided on the mail steamers for travellers who wish to sleep on board the night previous to starting.

Holyhead.—Population 8500; a small seaport in the Island of Anglesey, 225 miles from London, of little note or interest except as the station of the magnificent steamers for the mail service from Ireland (Dublin and Kingstown).

The **ROYAL HOTEL** at the station offers fair accommodation, and the famed Welsh mutton is here eaten in perfection.

The steamers arrive from *Kingstown* at 11 A. M. and 11 P. M., and leave for same destination at 3.15 A. M. and 2.15 P. M. The mail trains, in connection with the arrival of the steamers, leave Holyhead at 11.40 A. M. and 11.55 P. M., arriving in *London* at 6.25 P. M. and 6.45 A. M. The road as far as *Chester* is most interesting, a great part in view of the sea and with occasional grand mountain scenery.

From Steamer at Liverpool to London.

Liverpool, after London, from which it is distant 202 miles, is the most important port of England, with a population of upwards of 450,000.

U. S. CONSULATE: Lucius Fairchild, *Consul*. Richard Paulson, *Consular Clerk*.

HOTELS.—The *Adelphi*. The *Washington*. The *London and North-Western*.

The growth of Liverpool, from an insignificant village into the second port of the British Empire, has been wondrously rapid; in 1565, it had but one church; in 1820, seven; it now numbers upwards of forty-five.

The *Docks*, perhaps the finest in the world, extend upwards of five miles in length, and are found insufficient for the enormous traffic. Liverpool is the port of departure for numerous Trans-Atlantic and other ocean lines of steamers. It contains but few public buildings to call attention except the *Exchange*, the *Town Hall* and *St. George's Hall*.

LIVERPOOL HACKNEY CAR AND COACH FARES.

TO OR FROM THE RAILWAY STATION, LIME STREET, LIVERPOOL.

| | 1 Horse Car or Cab Fare. | s. d. |
|---|-----------------------------|-------|
| Abercrombie square..... | 1 | 0 |
| Aigburth, Three Sixes, Fulwood Park Gate..... | 3 | 6 |
| Aigburth, St. Michael's road, Aigburth road..... | 3 | 0 |
| Baths or Landing Stage, George's Pier.... | 1 | 0 |
| Borough Gaol, Walton..... | 4 | 6 |
| Botanic Gardens..... | 2 | 0 |
| Bootle Lane Industrial Schools..... | 2 | 6 |
| Railway Station..... | 3 | 0 |
| Bootle road, Bankfield, Bank Hall..... | 3 | 0 |
| Mersey View..... | 3 | 0 |
| Coffee House..... | 3 | 6 |
| Clarence Dock, North end..... | 2 | 0 |
| South gate..... | 1 | 6 |
| Coburg Dock, south side..... | 2 | 0 |
| Castle Street..... | 1 | 0 |
| Custom House..... | 1 | 0 |
| Collegiate Institution..... | 1 | 0 |
| Cattle Market, Old Swan..... | 2 | 6 |
| Cabbage Hall (West Derby)..... | 2 | 6 |
| Edge Hill Passenger Station..... | 2 | 0 |
| Elm Hall, Thomas Haigh, Esq..... | 3 | 6 |
| Falkner square..... | 1 | 6 |
| Gambier terrace, Hope street..... | 1 | 0 |
| Great Mersey street, Kirkdale..... | 2 | 0 |
| Green Bank, William Rathbone, Esq..... | 3 | 0 |
| Hope street, Upper Parliament street... 1 | 6 | |

| | s. | d. |
|--|----|----|
| Kirkdale Gaol | 2 | 6 |
| Lancashire and Yorkshire Railway (Ex. Station)..... | 1 | 0 |
| Low Hill Coffee-house..... | 1 | 0 |
| Mosley Hill..... | 3 | 6 |
| Neecropolis..... | 1 | 0 |
| Old Swan Inns..... | 3 | 0 |
| Philharmonic Hall, Hope street..... | 1 | 0 |
| Prince's Pier, South end..... | 1 | 6 |
| North end..... | 1 | 6 |
| Prince's Park, principal gate end of Prince's Park road..... | 2 | 0 |
| Prince's Park, South-east boundary..... | 2 | 6 |
| Railway Goods Station, Park lane..... | 1 | 0 |
| Waterloo road... .. | 1 | 6 |
| Sandon Dock | 2 | 6 |
| St. Ann's Church..... | 1 | 0 |
| St. George's Church, Everton..... | 2 | 0 |
| St. James's Church..... | 1 | 0 |
| St. Nicholas's Church..... | 1 | 0 |
| St. Paul's Church..... | 1 | 0 |
| St. Mary's Church, Edge Hill..... | 1 | 6 |
| St. James's Cemetery, Duke street..... | 1 | 0 |
| St. Mary's Cemetery, Kirkdale..... | 1 | 0 |
| Stanley Dock..... | 2 | 0 |
| The Brook (West Derby)..... | 3 | 0 |
| Town Hall..... | 1 | 0 |
| Tobacco Warehouse..... | 1 | 6 |
| Upper Parliament street, Smithdown lane | 2 | 0 |
| Walton Church..... | 3 | 0 |
| Waterloo Dock..... | 1 | 6 |
| Wavertree Bridge..... | 2 | 0 |
| Wavertree Coffee-house, Wavertree..... | 3 | 0 |
| Wellington road, Park road..... | 2 | 0 |
| Wellington road, Wavertree road..... | 2 | 6 |
| Zoological Gardens..... | 1 | 6 |

GENERAL RATES (APPLICABLE AS ABOVE) FOR DISTANCES MEASURED FROM THE LIME STREET STATION.

| | Car or Cab. |
|--|-------------|
| | s. d. |
| For any distance not exceeding 1 mile.... | 1 0 |
| Exceeding 1 mile and not exceeding 1½ mile | 1 6 |
| 1½ mile, and not exceeding 2 miles..... | 2 0 |
| Exceeding 2 miles and not exceeding 2½ miles | 2 6 |
| 2½ miles, and not exceeding 3 miles..... | 3 0 |
| 3 miles, and not exceeding 3½ miles..... | 3 6 |
| 3½ miles, and not exceeding 4 miles..... | 4 0 |
| 4 miles, and not exceeding 4½ miles..... | 4 6 |
| 4½ miles, and not exceeding 5 miles..... | 5 0 |

LIVERPOOL TO LONDON BY RAILWAY.—NORTH-WESTERN STATION.

| Leave Liverpool. | Arrive at London Euston Station. |
|---|----------------------------------|
| 4. A. M. | 9.40 A. M. |
| Express.— 7.10 " | 12.50 P. M. |
| 9.15 " | 4. " |
| 11.40 " | 5.30 " |
| 1. P. M. | 7.15 " |
| 4. " | 9.15 " |
| 5. " | 10.30 " |
| 11. " | 4.30 A. M. |
| Fares, first-class, 35s. Second-class, 26s. | |

London, the Metropolis of Britain, contains a population, estimated at 3,500,000.

U. S. EMBASSY: His Excellency Gen. Robert Schenck, *U. S. Minister to the Court of St. James*, 58 Great Cumberland-place, Hyde-park. Benjamin Moran, *Sec'y. of Legation*, 20 Norfolk-terrace, Westbourne-Grove, Bayswater.

Office of Legation, No. 5 Westminster Chambers, Victoria-street, S. W. Hours, from 10 to 4.

U. S. CONSULATE: Gen. Adam Budeau, *Consul-General*. Office, 1 Dunster-Court, Mincing Lane. J. Hunn, *Vice and Deputy Consul-General*, 20 Norfolk Terrace, Westbourne-Grove, Bayswater.

HOTELS.—The hotels of London are numerous, of various degrees of merit, and very difficult to class. *Mivart's* is, perhaps, the most aristocratic, being frequented by princes, potentates, peers and millionaires; it has little of outward show, consisting, indeed, of numerous houses, with inter-communication, and so adapted for purposes of hotel life. The *Langham* is a palatial building, well situated in the best part of the *West-End*, or fashionable part of London, and it is much frequented by the higher class of American visitors. The *Great Western Hotel*, at the terminus of the Great Western Railway, Paddington, is remote from the centre of the Metropolis, but conveyance by cab, car and underground railway, goes far to remove that objection. The *Charing Cross* is the most central of all the London hotels, being in the very centre of the Metropolis; it is large and well conducted, but somewhat noisy, and the attendance indifferent. The *Grosvenor* is another large and well-conducted hotel, well situated for travellers going onward to the Continent by the Short Sea Route, via Folkestone or Dover, Boulogne or Calais. The *City Terminus Hotel*, at the Cannon street terminus, in the heart of the city, is well situated for travellers having business appointments. This is another terminus of

the Short Sea Route last mentioned. The *Queen's Hotel* has less pretension than the preceding, but it is a comfortable house, immediately opposite the General Post-Office. *St. Martins le Grand*; The *Golden Cross*, Charing Cross; *Morley's Hotel*, Charing Cross; *Bridge House Hotel*, London Bridge; *Nelson's Hotel*, Gt. Portland street, are all good in their way, but of more moderate proportions and pretensions. *Haxall's Exeter Hall Hotel* is much frequented by Americans.

RESTAURANTS AND EATING-HOUSES.—Although much has been done to improve these of late years, there is still room for improvement. Amongst the principal establishments of the sort the following are prominent: The *Wellington*, Cockspur st., facing Pall Mall; the *St. James*, Regent st. and Piccadilly; *Simpson's*, Strand, with a smoking and chess-room attached; *Spiers & Pond*, Ludgate Hill Station; the *London*, Fleet street, corner of Chancery lane; the *Rainbow*, opposite the latter—a narrow entrance, but well conducted. At most of these a good dinner of fish, joint, vegetables, tart, cheese, &c., can be had at prices ranging from 3s. to 5s. The food is good and the supply liberal.

THEATRES.—*Her Majesty's*, Haymarket, destroyed by fire a few years since; rebuilt in an elegant style, but not at present open. (For operas only.) *Covent Garden*, now the *Italian Opera House*, one of the largest and finest theatres in Europe. *Drury Lane*, familiarly known as "*Old Drury*," and with Covent Garden exclusively styled "*Royal*," formerly for the legitimate drama, tragedies, comedies,—now used for spectacles, dramas, pantomimes, &c. *Haymarket*, for comedies, farces, and occasionally the serious drama. Mr. Sothorn is a popular actor at this theatre. *Lyceum*, Strand. *Olympic*, in Wych street. *Opera Comique*. *Queen's*. *Gaiety*, Strand. *Charing Cross*. *Strand Theatre*, Strand. *Vaudeville*, 404 Strand. *Adelphi*, Strand. *Court*, Sloane street. *Princess'*, 73 Oxford street. *Prince of Wales*. The *Standard*, 204 Shore-

ditch. *St. James'*, King street, St. James. *Royalty*—French performance—Soho. *Holborn Theatre*. *Hengler's Circus*, Argyle street—horsemanship and other feats. *Grande Cirque*, Holborn, do. do.

The prices of admission vary as do the nature and character of the performance at each theatre. The visitor will do well to consult the bills of the day and the announcements in the daily papers.

The most prominent of the theatres are *Covent Garden* and *Drury Lane*, the *Haymarket*, *Adelphi*, *Court* and *Prince of Wales*.

The *Alhambra* is a *Theatre Café*, where refreshments are supplied during the performance.

There are Music Halls in various parts of London. The principal are the *Oxford*, Oxford street; the *Canterbury*, Lambeth; *Weston's*, Holborn, &c., &c.

The traveller merely passing through London will do well to utilize his time by selecting the most prominent objects of interest, amongst which we will enumerate:—

WINDSOR PALACE, distant 22 miles from London, easily accessible by two lines of railway. Tickets to view the State Apartments can be had *gratis* on application at the printseller's, opposite the entrance. *St. George's Chapel* and the fine Terraces are always open, *free*. After viewing the Palace, take an open carriage for a drive of three miles across the magnificent Park to *Virginia Water*, and return to town from the Station there. This will be a day well spent.

THE BRITISH MUSEUM (open daily, *free*), Great Russell street, Bloomsbury. The *Reading-Room* is only seen by tickets, which can be had on application, from the employée at the lobby on entering. This room is a sight to be remembered; it is the finest room in the world. All the other apartments are open free.

THE CRYSTAL PALACE, six miles from town, originally intended for purposes of instruction and science, now converted into a vast Exhibition,

where a day can be well spent in viewing its varied contents and the really fine *Gardens* in which it is situated. Orations, Concerts and Spectacles are occasionally given. The *Water-Works* are unequalled after Versailles, and a *Refreshment Buffet* and Restaurant enables the visitor to feast mind and body at the same time.

THE ALBERT HALL, on the site of the First International Exhibition Building, at *Kensington*, a vast pile, designed for monster concerts and meetings, is worth seeing; there is no other such building in Europe. Opposite to it is the *Albert Memorial*, elegant in design and rich in sculpture, ornament and gilding. Adjoining the two is the *International Annual Exhibition*, entitled to a passing visit.

LONDON BREWERIES.—Those of *Whitbread*, in Chiswell street, and *Meux*, in Tottenham Court Road, are easiest of access, and the visitor will receive every attention on presenting himself. No introduction is necessary.

Other places of note are

The *National Gallery of Paintings and Sculpture*, open free. Trafalgar Square.

Westminster Abbey.

St. Paul's Cathedral.

The Houses of Parliament.—(Should a traveller wish to assist at the *debate* in either House, a letter addressed to any one member will meet with prompt and courteous attention.)

Murray's "London as it is" will be found a good guide to the sights and objects of interest in the British Metropolis.

London Postal Guide.

The Chief Office is at *St. Martins le Grand*. The Metropolis is divided into 8 Districts under the several initials.

| | |
|------------------------|-----------------------------------|
| | Chief District Office. |
| N. Northern..... | Paddington Street, Islington. |
| N.W. North-Western... | 28 Eversholt Street, Kentishtown. |
| S.E. South-Eastern.... | 9 Blackman Street. |
| S.W. South-Western... | 8 Buckingham Gate, Pimlico. |

| | |
|------------------------|-------------------------------|
| E. Eastern..... | Nassau Place. |
| E.C. Eastern Central.. | Lombard Street. |
| W. Western..... | 3 Vere street, Oxford Street. |
| W.C. Western Central. | Charing Cross. |

RATES OF POSTAGE AND CONDITIONS OF TRANSMISSION.

Inland Letters.

1. The rates of postage to be prepaid are as follows, viz. :—

| | |
|---|---------------|
| For a letter not exceeding 1 oz. | 1d. |
| Exceeding 1 oz. but not exceeding 2 oz. | 1½d. |
| “ 2 oz. | “ 4 oz. 2d. |
| “ 4 oz. | “ 6 oz. 2½d. |
| “ 6 oz. | “ 8 oz. 3d. |
| “ 8 oz. | “ 10 oz. 3½d. |
| “ 10 oz. | “ 12 oz. 4d. |

A letter exceeding the weight of 12 oz. is liable to a postage of 1d. for every ounce, beginning with the first ounce. A letter, for example, weighing between 14 and 15 ounces, must be prepaid fifteen pence.

2. A letter posted unpaid is chargeable on delivery with double postage; and a letter posted insufficiently prepaid is chargeable with double the deficiency. On re-directed letters the charge for re-direction is the same whether prepaid or collected on delivery.

3. No letter may exceed the dimensions of one foot six inches in length, nine inches in width, and six inches in depth.

MAILS DEPART :

For the *United States of America*, three times a week, Tuesday, Thursday and Saturday.

For *Austria, Germany* and all parts of the *Continent of Europe*, twice daily, morning and evening.

For *East Indies*, evening of every Friday, *via Brindisi*; morning of every Thursday, *via Southampton*.

West Indies, morning of the 2d and 17th of each month.

Letters for the *Day Mail* can be posted in any District or Receiving-Office or pillar-box, up to about 4 A. M.

For the *Evening Mail* (with some exceptions) at Receiving-Offices and pillar-boxes until 5.30 P. M., or with a *fee* at the *Chief Office* until 7 P. M.

REGISTERED LETTERS.

For the *Night Mails*, the latest time

for registering inland and foreign letters at the Chief Office, St. Martin's-le-Grand, and at the Head District Offices and Branch Offices at Lombard street and Charing Cross, in London, on payment of the ordinary fee of 4*d.*, is 5.30 P. M.; or on payment of a late fee of 4*d.* in addition to the Registration Fee, the latest time is 6 P. M. At the other Town Branch Offices and Town Receiving Houses the latest time for registering letters *for the Night Mails* is 5 P. M. Registered Letters are not forwarded by the Midnight Despatches.

For the *Day Mails* to the Provinces, Ireland, Scotland, France, and the Continent generally, and for the Colonial and Foreign Mails via Southampton, letters can be registered at the Chief Office, and at the Head District and Lombard street and Charing Cross Branch Offices, with the ordinary fee, between 6 and 7.30 P. M., and at the other Town Branch Offices and Town Receiving Houses between 5.30 and 7.30 P. M. the previous evening.

For the *first London District Delivery* letters can be registered at the Chief Office, and at the Head District and Lombard street and Charing Cross Branch Offices, at the ordinary fee, between 6 and 7.30 P. M., and at the Town Receiving Houses between 5.30 and 7.30 P. M. the previous evening; and for the other London District deliveries half an hour before the latest time for posting ordinary letters. No letter can be registered at the Chief Office, the Lombard street Branch Office, or the Western District Office, before 7.30 A. M. or after 7.30 P. M., or at the Charing Cross Branch Office or other District Offices before 8 A. M. or after 7.30 P. M., or at the other Town Branch Offices and Town Receiving Houses, before 8 A. M., between 5 and 5.30 P. M., or after 7.30 P. M.

At the Suburban Offices the latest time for registering is half an hour before the fixed time for clearing the box for each despatch, except that no letter can be registered before 8 A. M. or after 7.30 P. M.

Note.—Letters for passengers on

board out going mail-packets must be registered, and the postage and registration fee fully prepaid.

LETTERS TO BE "CALLED FOR."

The Poste Restante being intended solely for the accommodation of strangers and travellers who have no permanent abode in London, letters for Residents in London must not be addressed "Post-Office till called for." Letters addressed in Initials or Fictitious Names at the Poste Restante, or any District or Branch Office, are returned to the writers. Letters may not be redirected from a private address to the Poste Restante.

Letters for strangers are delivered from the Poste Restante, at the General Post-Office, and at the Charing Cross Branch Post-Office, for a period of two months; after which period they must be addressed to the place of residence, in order that they may be sent by the Letter-carriers. Letters for known residents in London, addressed to the "Poste Restante," either at the General Post-Office or at the Charing Cross Branch Post-Office, are delivered there for one week only, after which they are sent out by the Letter-carrier to the applicant's place of residence.

Letters addressed "Post-Office, London," or "Poste Restante, London," are delivered only at the Poste Restante Office, General Post-Office, St. Martin's-le-Grand, between the hours of 9 A. M. and 5 P. M.; and such Letters as are addressed "Poste Restante, Charing-Cross," will be delivered to strangers at the Charing Cross Branch Office, subject to the same regulations as those in force with regard to Letters for the Poste Restante, St. Martin's-le-Grand. No letters are permitted to be addressed "to be called for" at the other District or Branch Offices; any so directed will be sent to the Poste Restante, Charing Cross, from Offices in the Western Districts of London, viz., the W., S.W., W.C., and N.W. Districts; and to the Poste Restante, St. Martin's-le-Grand, from the Offices in the other Districts.

All persons applying for letters at

the Poste Restante must be prepared to give the necessary particulars to the clerk on duty, in order to prevent mistakes, and to insure the delivery of the letters to the persons to whom they properly belong.

If the applicant for the letters be a subject of the United Kingdom he must be able to state from what place or district he expects letters before he can

receive them, and to produce some proof of identification; and if he send for his letters, the messenger, besides being furnished with this information, must have a written authority to receive them. If the applicant be a foreigner he must produce his passport; or if he send for a letter, his messenger must produce it.

Routes from LONDON to VIENNA.

The traveller from London has no less than six routes open to him for Vienna from the several ports of *Southampton, Newhaven, Folkestone, Dover, The Thames, and Harwich.*

FIRST ROUTE.

From Southampton to Havre, St. Malo or Cherbourg.

This route, branching into three on

the other side of the Channel, will no doubt be attractive to the traveller as opening up a more interesting country and some well-known cities of interest, especially for such as purpose to take Paris on their way. The steamers on these stations are of good size, clean, well officered, and with a good commissariat.

1. DIRECT SERVICE between LONDON and PARIS, *via* SOUTHAMPTON and HAVRE.

LONDON TO PARIS.

The latest train (1st and 2d class) for the Steamers leaves Waterloo Bridge Station, at 9 P. M., every Monday, Wednesday and Friday. But Passengers may leave by any previous train.

| The Steamers leave Southampton Docks for Havre every Monday, Wednesday and Friday, at 11.45 P. M. | Trains leave Havre for Rouen and Paris, 1st class, at 11.45 A. M. 2d class, at 10.25 A. M. | Trains arrive at Rouen, 1st class, at 1.30 P. M. 2d class, at 12.55 P. M. | Trains arrive in Paris, 1st class, at 4.20 P. M. 2d class, at 6.20 P. M. |
|---|--|---|--|
| | | | |

PARIS TO LONDON.

The latest train (1st and 2d class) for the Steamers leaves St. Lazare Station, Paris, at 6 P. M., every Monday, Wednesday and Friday. But Passengers may travel by any previous train.

| Last Train leaves Rouen for Havre, 1st and 2d class, 9.20 P. M. | Steamer leaves Havre every Monday, Wednesday and Friday, at 12 midnight. | Train leaves Southampton for London, at 11.30 A. M. | Train arrives in London, Waterloo Bridge Station, at 2.20 P. M. |
|---|--|---|---|
| | | | |

2d class passengers holding through tickets between London and Paris, *via* Havre and Southampton, are allowed to travel from Paris to Havre by the 6.30 P. M. train on the days of the Steamers' departure from Havre.

| Steward's Fees are included in the Fares. | FROM LONDON. | | | | SOUTHAMPTON. | | | |
|---|--------------|-----------|------------|-----------|--------------|-----------|------------|-----------|
| | Single | | Double. | | Single | | Double | |
| | 1st class. | 2d class. | 1st class. | 2d class. | 1st class. | 2d class. | 1st class. | 2d class. |
| FARES TO | | | | | | | | |
| Paris..... | 30 0 | 22 0 | 50 0 | 36 0 | 30 0 | 22 0 | 50 0 | 36 0 |
| Havre | 27 6 | 20 0 | 40 0 | 30 0 | 23 0 | 17 0 | 35 0 | 25 0 |
| HonHeur, <i>via</i> Havre. | 27 6 | 20 0 | 40 0 | 30 0 | 23 0 | 17 0 | 35 0 | 25 0 |
| Caen, <i>via</i> Havre | 30 0 | 21 0 | 45 0 | 35 0 | 27 0 | 19 0 | 40 0 | 30 0 |
| Trouville, <i>via</i> Havre | 27 6 | 20 0 | 40 0 | 30 0 | 22 0 | 17 0 | 35 0 | 25 0 |

CHILDREN.—Between London, Portsmouth, Southampton, &c., and Paris, under 3 years, free; 3 to 7 years, half-price; above that age, whole price. Between London, Portsmouth, Southampton, &c., and Havre, under 3 years, gratis; above 3 and under 12, half-price.

2. DIRECT SERVICE between LONDON and ST. MALO, via SOUTHAMPTON (Passengers and Goods.)

The London and South-Western Company's new, fast and powerful steamships Wolf, Alice, or Fannie, or other steamships, will sail as follows:—

| | | |
|--|--|-------------------------------------|
| SOUTHAMPTON TO ST. MALO. | | ST. MALO TO SOUTHAMPTON. |
| Every Monday, Wednesday and Friday. | | Every Monday, Wednesday and Friday. |
| Fares from London to St. Malo, 33s. and 23s. | | } Eleven hours. |
| “ “ St. Malo to Paris, 50 fr. 95 c. and 38 fr. 20 c. | | |

3. SERVICE between LONDON and CHERBOURG, via SOUTHAMPTON.

Every Monday and Thursday, at 11 A. M. Passage about seven hours.
 Last train, to connect with the steamer, leaves London, at 8.05 A. M. Fares 30s. and 22s.
 The Railway is open from Cherbourg to Paris; time occupied eleven hours.
 Fares 41 fr. 55 c. and 31 fr. 15 c.

STEAM PACKET SERVICE BETWEEN CHERBOURG AND SOUTHAMPTON.
 Seven hours.

The London and South-Western Railway Company's fast and powerful Royal Mail steamships, will sail as follows:—

| | | |
|--|--|---|
| SOUTHAMPTON TO CHERBOURG, | | CHERBOURG TO SOUTHAMPTON, |
| Every Monday and Thursday Mornings at 11 o'clock. | | Every Tuesday and Friday Evenings, according to tide. |
| Last train leaves Waterloo Bridge Station, London, at 8.05 A. M. | | |
| Extra Steamers will be despatched from Cherbourg when necessary for the traffic. | | |

PASSENGER FARES (INCLUDING STEWARD'S FEES).

| | SINGLE JOURNEY, Available for four days. | | DOUBLE JOURNEY. Available for one month. | |
|---|---|---------------|---|---------------|
| | 1st class. | 2d class. | 1st class. | 2d class. |
| London (Waterloo Bridge Station) to Cherbourg, or <i>vice versa</i> | s. d. 30 0 | s. d. 22 0 | s. d. 40 0 | s. d. 30 0 |

Cherbourg to Paris, 10 hours. and 15 minutes,..... 45 fr. 55 c.

SECOND ROUTE.

London and Paris via Newhaven and Dieppe, from London Bridge and Victoria Stations.

Daily service—twice daily during the season. Departures, according to tide. Time occupied about 15 hours; sea passage, 5 hours. Fares, London to Dieppe, 20s., 14s. To Paris, 31s., 23s.

GENERAL INFORMATION.

Passengers luggage may be booked from London to be examined in Paris, where the officers of customs attend for its delivery on the arrival of the trains that are in correspondence with the boats, or it will be delivered at

any time during the attendance of the Custom-House Officers, which is from 9 to 12 and from 2 to 5, every day except Sunday. Luggage also may be booked from Paris to London, but it will be examined by the Customs Officers at Newhaven. It will be put on board at Dieppe by the Company.

It is of great importance that passengers should have the whole of their luggage registered in London for Paris and Dieppe, as generally there is not sufficient time between the arrival of the boats and departure of the train for the examination to be made at Dieppe. A registration fee of 6d. to Dieppe, and 1s. to Paris, is charged to each passenger, with an additional charge to Paris passengers of one penny on each package.

Passengers having booked their luggage cannot open or in any way interfere with it except at the places of examination, Paris or Newhaven, unless they give up the ticket, when the re-

sponsibility of the registration will at once terminate.

Passengers will please notice that the Customs will not allow any kind of merchandise to be shipped or unloaded as personal luggage, and they are particularly requested to have their luggage fully addressed, and to see it properly labelled.

The company will not be responsible for any luggage except that of the description mentioned in the Act of Parliament, unless the same is booked and paid for according to its value, and a description of its nature made at the time of booking. Between London, Rouen and Paris, 66 lbs. allowed free to each passenger; any extra weight will be charged for at 1*d.* per lb.; and between London and Dieppe, 66 lb. free to each passenger; any excess will be charged for at $\frac{1}{2}$ *d.* per lb.

Passengers taking Through Tickets from Paris to Newhaven or London at the General Office, 10 Rue du 4 Septembre, can, between the hours of 9 A. M. and 3 P. M., register luggage at the same fee as mentioned above.

Tickets.—Passengers holding first class tickets can travel between Paris and Dieppe by any ordinary train, and passengers holding second and third class tickets can travel by any advertised second and third class ordinary trains. The same facilities are given between London and Newhaven.

Tickets from Paris, Rouen or Dieppe to London, are available to any Station on the Brighton Company's Line, but care must be taken to inform the Station Master at Newhaven, in order that the luggage might be properly re-labelled.

Departure of Boats.—The departures from Newhaven are according to London time, those from Dieppe by Paris, which is ten minutes in advance of London.

Omnibuses wait the arrival of all boats and trains at Dieppe. Fare, 3*d.*, and luggage up to 60 lbs. free.

Steward's Fees.—No Steward's fees are charged on board the steamboats, but a properly-qualified steward and

stewardess have been appointed for the accommodation and comfort of passengers using this route.

Passengers leaving Paris for London must be at the Terminus half an hour before the time of starting, to book their luggage.

Route.—These tickets are available by any of the Brighton Company's trains from London; the 7.50 P. M. from Victoria, and 8 P. M. from London Bridge to Newhaven, is the Fixed Daily Service through from London to Paris. These tickets are available by any train, according to class, between Dieppe and Paris.

The *Honfleur* route is via Littlehampton, and all others are via Newhaven and Dieppe.

Passengers can travel via Brighton with these tickets, on payment of the local fare between Brighton and Newhaven.

Baggage for the above places can only be registered as far as Paris.

Parcels can also be booked at the above places.

Tickets can be obtained at the London Bridge, Victoria or Kensington Stations, and also at the Company's Offices, at 28 Regent Circus, Piccadilly, S. W., and 18 Fish Street Hill, E. C.

THIRD ROUTE.

London to Paris via Folkestone to Boulogne.

From Charing Cross and Cannon Street Station, 255 miles, two departures daily. Day and Night Tidal Service. Time occupied, 10 hours. Sea passage, 2 hours. Fares to Paris, 2*l.* 16*s.* and 2*l.* 2*s.*

Via SOUTH-EASTERN RAILWAY from London to Paris in 10 hours, by the Special Express Daily Tidal Trains and Steamers, (via Folkestone and Boulogne,) and in 10½ hours by the Mail trains and Steamers (via Dover and Calais).

FARES—SINGLE TICKETS :

| | | |
|------------------------------------|--------------|-----------|
| | 1st Class. | 2d Class. |
| London to Paris, via Boulogne..... | £2 16 0..... | £2 2 0 |
| London to Paris, via Calais..... | £3 0 0..... | £2 5 0 |

RETURN TICKETS, AVAILABLE FOR ONE MONTH, BY BOULOGNE OR CALAIS.

First Class, £4 15 0. Second Class, £3 15 0.

New Additional Fixed Night Service, via Dover and Calais.

TO PARIS.

| FROM | 1, 2, & 3 Cl. |
|------------------------------------|---------------|
| Charing Cross (West End).....dep. | a 7.00 p. m. |
| Cannon Street (City Station)....." | 7.13 " |
| Dover.....arr. | 10.10 " |
| Dover.....dep. | 10.30 " |
| Calais.....arr. (about) | 12.30 " |
| Calais.....dep. | 7.00 a. m. |
| Paris.....arr. | 4.45 p. m. |

a On Sundays this departure is at 6.40 p. m.

Regular Trains between London, Folkestone and Dover.

Passengers holding Through Tickets, either by way of Folkestone and Boulogne, or Dover and Calais, can proceed by any of these Trains, but Second-class Tickets are only available by First-class Trains on payment of the excess.

| DOWN. | WEEK DAYS. | | | | | | | | | SUNDAYS. | | | | |
|---------------------|------------|-------|-------|-------|------|------|-------|--------|-------|----------|-------|------|--------|-------|
| | a.m. | a. m. | a. m. | p. m. | p m | p m | p. m. | p. m. | p. m. | a. m. | a. m. | p m | p. m. | p. m. |
| Charing Cross, dep. | 6.25 | 7.40 | 8.55 | 12.35 | 2.18 | 4.45 | 7.00 | 8.45 | 8.50 | 7.40 | 7.50 | 6.40 | 8.45 | 8.50 |
| Cannon Street, " | 6.37 | 7.45 | 9.05 | 12.45 | 2.30 | 4.55 | 7.13 | 8.50 | 9.03 | 7.45 | 8.00 | 6.45 | 8.50 | 9.00 |
| London Bridge, " | 6.40 | ... | 9.08 | 12.48 | 2.33 | ... | 7.16 | ... | 9.06 | ... | 8.03 | 6.51 | ... | 9.04 |
| Folkestone H., arr. | 9.50 | ... | 12.00 | 3.15 | 5.40 | 7.05 | 10.10 | ... | 12.00 | 9.35 | 10.47 | 9.27 | ... | 11.38 |
| Dover....." | 9.50 | *9.26 | 12.00 | 3.15 | 5.40 | 7.05 | 10.10 | *10.55 | 12.00 | *9.45 | 11.00 | 9.40 | *10.35 | 11.52 |

Regular Trains between Calais, Boulogne and Paris.

The following trains run on the Northern of France Railway.

| Dist. Eng. Miles. | | 1st Class. | 1, 2, & 3 Class. | 1, 2, & 3 Class. | 1st Class Exp. | 1, 2, & 3 Class. | 1, 2, & 3 Class. | 1, 2, & 3 Class. |
|-------------------|---------------|------------|------------------|------------------|----------------|------------------|------------------|------------------|
| | | ... | Calais...dep. | 1.50 a.m. | ... | 7.00 a.m. | 12.35 p.m. | ... |
| ... | Boulogne | 2.45 " | 6.30 a.m. | 9.10 " | 1.30 " | 2.00 p.m. | 4.40 " | 8.20 " |
| ... | Amiens " | 5.09 " | 10.10 " | 12.55 p.m. | 3.52 " | 6.00 " | 8.20 " | 12.05 a.m. |
| 186 | Paris....arr. | 7.20 " | 1.40 p.m. | 4.30 " | 6.00 " | 9.55 " | 11.10 " | 3.55 a.m. |

FARES. { Boulogne to Paris—1st cl., 31 fr. 25c.; 2d cl., 23 fr. 45c.; 3d cl., 17 fr. 20c.
 { Calais to Paris—1st cl., 36 fr. 55c.; 2d cl. 27 fr. 40c.; 3d cl., 20 fr. 10c.

MAIL SERVICES AT FIXED HOURS, AND FIXED NIGHT SERVICE

LONDON AND FRANCE, BELGIUM, GERMANY, THE RHINE, &c.

From London to the Continent.

| | VIA OSTEND. | | VIA CALAIS. | | VIA CALAIS. | |
|---------------------------------------|----------------------|------------|-----------------|------------|--------------------------------|----------------------|
| | 1st & 2d Class. | 1st Class. | 1st & 2d Class. | 1st Class. | Cheap Night Service. | |
| | | | | 1 & 2 Cl. | 1, 2, & 3 Class. *7.00 p.m. | |
| Charing Cross (West End) dep. | 7.40 a.m. | 8.45 p.m. | 7.40 a.m. | 8.45 p.m. | | |
| Cannon St. (City Station) " | 7.45 " | 8.50 " | 7.45 " | 8.50 " | 7.13 " | |
| Dover | 9.35 " | 10.45 " | 9.35 " | 10.45 " | dep. 10.30 " | |
| Calais..... arr. | ... | ... | 11.15 " | 12.30 a.m. | abt. 12.30 " | |
| Ostend.....dep. | 2.55 p.m. | 4.33 a.m. | ... | ... | ... | |
| Calais..... " | ... | ... | 12.25 p.m. | 1.55 " | dep. 7.00 a.m. | |
| Paris..... arr. | ... | ... | 6.00 " | 7.20 " | arr. 4.45 p.m. | |
| Brussels.. { (South Station) " | ... | ... | 5.15 " | 6.47 " | | |
| | Ex. 1 & 2. | Ex. 1 & 2. | | Ex. 1 & 2. | | |
| | (North Station) dep. | 5.55 p.m. | 9.41 a.m. | 5.55 p.m. | 9.41 a.m. | Cheap Night Service. |
| | 1st Class. | | 1st Class. | 1st Class. | | |
| Cologne..... arr. | 11.25 p.m. | 4.00 " | 11.25 p.m. | 4.00 a.m. | | |

From the Continent to London.

| | VIA OSTEND. | | VIA CALAIS. | | VIA CALAIS. |
|-------------------------------------|------------------------|-----------------|-----------------|-----------------|------------------------|
| | Exp. 1st Class. | Exp. 1st Class. | Exp. 1st Class. | Exp. 1st Class. | 1st, 2d, and 3d Class. |
| Cologne.....dep. | 11.40 a.m. | 10.30 p.m. | 11.40 a.m. | 10.30 p.m. | Cheap Night Service. |
| | 1 & 2 Cl. | 1 & 2 Cl. | 1 & 2 Cl. | | From Paris. |
| Brussels { (North Station) " | 5.00 p.m. | 7.25 a.m. | 6.00 p.m. | Ex. 1 & 2. | |
| | Via Ghent. | | Ex. 1 & 2. | | |
| | (South Station) " | ... | 8.28 p.m. | 7.40 a.m. | ... |
| | Via Tournay & Enghien. | | | | |
| Paris..... " | ... | ... | 7.45 " | 7.35 " | 4.00 p.m. |
| Ostend.....dep. | 8.00 " | 10.00 " | ... | ... | ... |
| Calais..... " | ... | ... | 1.30 a.m. | 1.20 p.m. | 1.30 a.m. |
| Dover..... arr. | ... | ... | ... | ... | abt. 3.20 " |
| Dover.....dep. | 1.40 a.m. | 3.45 p.m. | 4.15 " | 3.45 " | dep. †6.00 " |
| Cannon Street..... arr. | 3.55 " | 5.30 " | 6.00 " | 5.30 " | arr. 9.34 " |
| Charing Cross..... " | ... | 5.40 " | 6.10 " | 5.40 " | " 9.46 " |

c This train calls at London Bridge.

* On Sundays this departure is at 6.40 p. m. † On Sundays passengers by this service will leave Dover at 4.15 a. m., arriving at Charing Cross at 6.15 a. m.

FOURTH ROUTE.

(THE ROYAL MAIL ROUTE.)

London and Paris, via Dover and Calais.

Victoria Station, West-End Central Terminus, King's Cross and Ludgate Hill, City Termini.

| | 1&2 cl. Exp. | 1st cl. Exp. |
|--|--------------|--------------|
| Victoria (West-End Station).....dep. | 7 40 a. m. | 8 35 p. m. |
| Ludgate Hill (City Station)..... | 7 40 " " | 8 35 " " |
| Dover.....arr. | 9 25 " " | 10 30 " " |
| Dover.....dep. | 9 35 " " | 10 40 " " |
| Calais.....arr. about | 11 15 " " | 12 20 a. m. |
| Calais.....dep. | 12 30 p. m. | 1 50 " " |
| Paris.....arr. | 6 0 " " | 7 0 " " |
| Paris.....dep. | 7 35 a. m. | 7 45 p. m. |
| Calais.....arr. | 1 10 p. m. | 1 20 a. m. |
| Calais.....dep. | 1 20 " " | 1 30 " " |
| Dover.....arr. about | 3 0 " " | 3 40 " " |
| Dover.....dep. | 3 45 " " | 4 15 " " |
| Ludgate Hill (City Station)..... | | |
| Victoria (West-End Station).....} arr. | 5 45 " " | 6 15 " " |

Passengers have the option of proceeding from or to Dover by any other train on the London, Chatham and Dover Railway. The sea passage between Dover and Calais is the shortest between England and the Continent.

RETURN TICKETS between London and Paris—First Class, £4 8s.; Second Class, £3 10s. Baggage can be registered from London to Paris daily during the month, and *vice versa*. Fares, 1st Class, £2 17s. 3d.; 2d Class, £2 2s. 6d.

REDUCED FARE, NIGHT FIXED SERVICE, *via* DOVER AND CALAIS.

| LONDON TO PARIS. | | PARIS TO LONDON. | |
|-----------------------|-------------|--------------------------|---------------------|
| Places from | | Places from | |
| Victoria.....dep. | 6 25 p. m. | Paris.....dep. | 4 0 p. m. |
| Ludgate Hill..... " " | 6 20 " " | Calais.....arr. | 12 15 a. m. |
| Dover.....arr. | 9 40 " " | Calais.....dep. | 1 30 " " |
| Dover.....dep. | 10 30 " " | Dover.....arr. about | 3 20 " " |
| Calais.....arr. about | 12 30 a. m. | Dover.....dep. | *7 45 " " |
| Calais.....dep. | 7 0 " " | London { Victoria..... } | |
| Paris.....arr. | 4 30 p. m. | London { Ludgate Hill. } |arr. 10 32 " " |

* Passengers from Paris by this Train, on Saturdays, will be conveyed from Dover to London on Sunday mornings, by the train leaving Dover at 4.15 a. m., and reaching London at 6.15 a. m.

FARES BETWEEN LONDON AND PARIS BY THE REDUCED FARE SERVICE ONLY.

| | SECOND CLASS. | THIRD CLASS. |
|------------------------------------|---------------|--------------|
| SINGLE (available for 3 days)..... | 30s. 0d. | 20s. 0d. |
| RETURN (" 14 days)..... | 45s. 0d. | 30s. 0d. |

These tickets are only available to go and return by the reduced fare service.

London and Vienna, via Calais and Paris.

| | DAY SERVICE. | | NIGHT SERVICE. | |
|--------------------------------|---------------------|------------|--------------------|-------------|
| | 1st and 2d Cl. Exp. | | 1st Class Express. | |
| | dep. | arr. | * dep. | |
| Victoria. } Ludgate } | 7 40 a. m. | ... | 8 35 p. m. | ... |
| Dover..... | 9 35 " " | 9 25 a. m. | 10 40 " " | 10 35 p. m. |
| Calais..... | 12 25 p. m. | 11 30 " " | 1 50 a. m. | ... |
| Paris (North)..... | ... | 6 0 p. m. | ... | 7 20 a. m. |
| Paris (East)..... | 8 35 a. m. | ... | 8 35 p. m. | ... |
| Chalons..... | 12 31 p. m. | 12 26 " " | 12 19 " " | ... |
| Nancy..... | 4 22 " " | 4 13 " " | 4 27 a. m. | 4 19 " " |
| Strasbourg..... | 9 0 " " | 8 30 " " | 10 45 " " | 9 13 " " |
| Kehl..... | 9 30 " " | 9 25 " " | 11 10 " " | 8 30 " " |
| Carlsruhe..... | 11 50 " " | 11 40 " " | 1 10 p. m. | 10 55 " " |
| Stuttgart..... | 2 45 a. m. | 2 30 a. m. | 3 48 " " | 3 48 p. m. |

* 1st, 2d and 3d Class from Paris.

London and Vienna, via Calais and Paris.

(Continued from page 15.)

| | DAY SERVICE. | | NIGHT SERVICE. | |
|---------------|---------------------|-----------|--------------------|-----------|
| | 1st and 2d Cl. Exp. | | 1st Class Express. | |
| | dep. | arr. | * dep. | arr. |
| Ulm..... | 5 35 a.m. | 5 10 a.m. | 6 30 p.m. | 6 30 p.m. |
| Augsburg..... | 7 25 " | ... | 8 45 " | ... |
| Munich..... | 9 20 " | 8 50 " | 10 10 " | 10 10 " |
| Salzburg..... | 1 45 " | 1 5 p.m. | ... | 11 35 " |
| Linz..... | 5 3 " | 4 55 " | 5 22 a.m. | 5 10 " |
| Vienna..... | ... | 9 30 " | ... | 10 0 a.m. |

* 1st, 2d and 3d Class from Paris.

VIA PARIS AND CALAIS.

| | DAY SERVICE. | | NIGHT SERVICE. | |
|------------------------|---------------------|-----------|--------------------|-----------|
| | 1st and 2d Cl. Exp. | | 1st Class Express. | |
| | dep. | arr. | dep. | arr. |
| Vienna..... | 5 45 p.m. | ... | 9 0 a.m. | ... |
| Linz..... | 10 30 " | ... | 1 55 " | ... |
| Salzburg..... | 1 0 a.m. | ... | 6 0 p.m. | 5 20 p.m. |
| Munich..... | 4 50 " | ... | 10 50 " | 10 0 a.m. |
| Augsburg..... | 7 25 " | 7 15 a.m. | 12 10 a.m. | 12 5 " |
| Ulm..... | 9 25 " | 9 20 " | 2 20 " | 2 5 " |
| Stuttgart..... | 12 0 noon | 11 40 " | 4 55 " | 4 40 " |
| Carlsruhe..... | 2 30 p.m. | 2 16 p.m. | 7 35 " | 7 20 " |
| Kehl..... | 4 40 " | 4 32 " | 9 38 " | 9 33 " |
| Strasbourg..... | 6 3 " | 5 5 " | 10 23 " | 10 5 " |
| Nancy..... | 10 16 " | 10 8 " | 1 48 p.m. | 1 40 p.m. |
| Chalons..... | 2 36 a.m. | 2 31 a.m. | 5 33 " | 5 27 " |
| Paris (East)..... | ... | 6 45 " | ... | 9 10 " |
| Paris (North)..... | 7 35 " | ... | 7 45 " | 8 11 a.m. |
| Calais..... | 1 20 p.m. | ... | 1 20 " | ... |
| Dover..... | 3 45 " | ... | 3 45 " | ... |
| Victoria } London..... | ... | 5 45 " | ... | 5 45 p.m. |
| Ludgate } | ... | ... | ... | ... |

Through Rate, 1st Class, £10 0s. 6d.

London and Vienna, via Passau.

VIA CALAIS.

| | DAY SERVICE. | | NIGHT SERVICE. | |
|---------------------------|---------------------|------------|--------------------|------------|
| | 1st and 2d Cl. Exp. | | 1st Class Express. | |
| | dep. | arr. | dep. | arr. |
| Victoria } Ludgate }..... | 7 40 a.m. | ... | 8 35 p.m. | ... |
| Dover..... | 9 35 " | 9 25 a.m. | 10 40 " | 10 35 p.m. |
| Calais..... | 12 25 p.m. | 11 30 " | 1 55 a.m. | ... |
| Lille..... | 2 33 " | 2 23 p.m. | 4 10 " | 3 55 a.m. |
| Tournai..... | 3 45 " | 3 35 " | ... | ... |
| Baisieux..... | ... | ... | 4 30 " | ... |
| Blandain..... | ... | ... | 5 0 " | ... |
| Brussels..... | 5 55 " | 5 15 " | 9 43 " | 6 47 " |
| Liege..... | 8 0 " | 7 53 " | 11 46 " | 11 41 " |
| Verviers..... | 9 5 " | 8 40 " | 12 49 p.m. | 12 29 p.m. |
| Aix-la-Chapelle..... | 10 10 " | 10 5 " | 2 15 " | 2 5 " |
| Cologne..... | 9 0 a.m. | 11 25 " | 5 0 " | 4 0 " |
| Bonn..... | 9 40 " | ... | 5 42 " | ... |
| Coblenze..... | 11 0 " | 10 50 a.m. | 7 5 " | 7 0 " |
| Bingen..... | 12 8 p.m. | 12 5 p.m. | 8 13 " | 8 10 " |
| Mayence..... | 1 5 " | 12 51 " | 9 10 " | 8 56 " |
| Aschaffenburg..... | 3 5 " | 2 32 " | 11 45 " | 10 55 " |
| Würzburg..... | 5 15 " | 5 5 " | 3 5 a.m. | 2 45 a.m. |
| Nürnberg..... | 7 50 " | 7 30 " | 7 0 " | 6 30 " |
| Regensburg..... | 11 15 " | 11 10 " | 12 15 p.m. | 12 7 p.m. |
| Geiselhöring..... | 12 2 " | 11 59 " | 1 35 " | 1 20 " |
| Passau..... | 2 50 a.m. | 2 10 a.m. | 6 10 " | 1 41 " |
| Vienna..... | ... | 10 0 " | ... | 5 20 a.m. |

London and Vienna, via Passau.

VIA CALAIS.

| | DAY SERVICE. | | NIGHT SERVICE. | |
|------------------------|---------------------|-------------|--------------------|------------|
| | 1st and 2d Cl. Exp. | | 1st Class Express. | |
| | dep. | arr. | dep. | arr. |
| Vienna..... | 4 45 p. m. | ... | 9 0 a. m. | ... |
| Passau..... | 12 35 a. m. | 12 5 a. m. | 4 25 p. m. | 4 15 p. m. |
| Geiselhöring..... | 2 51 " | 2 48 " | 6 46 " | 6 40 " |
| Regensburg..... | 3 41 " | 3 36 " | 7 45 " | 7 30 " |
| Nürnberg..... | 7 45 " | 7 20 " | 11 30 " | 11 10 " |
| Würzburg..... | 10 30 " | 10 5 " | 2 10 a. m. | 2 0 a. m. |
| Aschaffenburg..... | 12 35 p. m. | 12 33 p. m. | 4 25 " | 4 15 " |
| Mayence..... | 2 45 " | 2 27 " | 6 30 " | 6 15 " |
| Bingen..... | 3 25 " | 3 20 " | 7 20 " | 7 13 " |
| Coblence..... | 4 45 " | 4 40 " | 9 0 " | 8 55 " |
| Bonn..... | 6 15 " | ... | 10 40 " | ... |
| Cologne..... | 10 30 " | 7 15 " | 11 40 " | 11 25 " |
| Aix-la-Chapelle..... | 12 10 a. m. | 12 5 a. m. | 1 20 " | 1 15 p. m. |
| Verviers..... | 1 30 " | 1 0 " | 2 25 " | 2 3 " |
| Liege..... | 2 20 " | 2 10 " | 3 10 " | 3 5 " |
| Brussels..... | 7 42 " | 4 50 " | 8 30 p. m. | 5 7 " |
| Blandain..... | 9 36 " | ... | 10 16 " | ... |
| Baisieux..... | 9 47 " | ... | 10 27 " | ... |
| Lille..... | 10 20 " | 10 5 " | 10 55 " | 10 45 " |
| Calais..... | 1 20 p. m. | 12 20 p. m. | 1 30 a. m. | 1 5 a. m. |
| Dover..... | 3 45 " | ... | 4 15 " | ... |
| Victoria } London..... | ... | 5 45 " | ... | 6 15 " |
| Ludgate } | | | | |

Through Rates, { 1st Class, £8 11s. 3d.
 { Mixed, 1st and 2d Class, £7 3s. 6d.

VIA OSTEND.

| | DAY SERVICE. | | NIGHT SERVICE. | |
|----------------------|---------------------|-------------|--------------------|-------------|
| | 1st and 2d Cl. Exp. | | 1st Class Express. | |
| | dep. | arr. | dep. | arr. |
| Victoria } | 7 40 a. m. | ... | 8 35 p. m. | ... |
| Ludgate } | | | | |
| Dover..... | 9 30 " | 9 25 a. m. | 10 40 " | 10 35 p. m. |
| Ostend..... | 3 28 p. m. | 3 15 p. m. | 4 33 a. m. | 4 20 a. m. |
| Bruges..... | 3 55 " | 3 25 " | 7 13 " | ... |
| Ghent..... | 4 47 " | 4 39 " | 5 53 " | 5 49 " |
| Malines..... | 5 48 " | 5 43 " | ... | ... |
| Brussels..... | ... | ... | 9 43 " | 7 0 " |
| Liege..... | 8 0 " | 7 53 " | 11 46 " | 11 41 " |
| Verviers..... | 9 5 " | 8 40 " | 12 49 p. m. | 12 29 p. m. |
| Aix-la-Chapelle..... | 10 10 " | 10 5 " | 2 15 " | 2 5 " |
| Cologne..... | 9 0 a. m. | 11 25 " | 5 0 " | 4 0 " |
| Bonn..... | 9 40 " | ... | 5 42 " | ... |
| Coblence..... | 11 0 " | 10 50 a. m. | 7 5 " | 7 0 " |
| Bingen..... | 12 8 p. m. | 12 5 p. m. | 8 13 " | 8 10 " |
| Mayence..... | 1 5 " | 12 51 " | 9 10 " | 8 56 " |
| Aschaffenburg..... | 3 5 " | 2 32 " | 11 45 " | 10 55 " |
| Würzburg..... | 5 15 " | 5 5 " | 3 5 a. m. | 2 45 a. m. |
| Nürnberg..... | 7 50 " | 7 30 " | 7 0 " | 6 30 " |
| Regensburg..... | 11 15 " | 11 10 " | 12 15 p. m. | 12 7 p. m. |
| Geiselhöring..... | 12 2 " | 11 59 " | 1 35 " | 1 20 " |
| Passau..... | 2 50 a. m. | 2 10 a. m. | 6 10 " | 1 41 " |
| Vienna..... | ... | 10 0 " | ... | 5 20 " |

Through Rates { 1st Class, £8 6s. 9d.
 { Mixed, 1st and 2d Class, 6 19s. 0d.

London and Vienna, via Passau.

VIA OSTEND.

| | DAY SERVICE. | | NIGHT SERVICE. | |
|-------------------------|---------------------|-------------|--------------------|------------|
| | 1st and 2d cl. Exp. | | 1st Class Express. | |
| | dep. | arr. | dep. | arr. |
| Vienna | 4 45 p. m. | ... | 9 0 a. m. | ... |
| Passau | 12 35 a. m. | 12 5 a. m. | 4 25 p. m. | 4 15 p. m. |
| Geiselhöring | 2 51 " | 2 48 " | 6 46 " | 6 40 " |
| Regensburg | 3 41 " | 3 36 " | 7 45 " | 7 30 " |
| Nürnberg | 7 45 " | 7 20 " | 11 30 " | 11 10 " |
| Würzburg | 10 30 " | 10 15 " | 2 10 a. m. | 2 0 a. m. |
| Aschaffenburg | 12 35 p. m. | 12 33 p. m. | 4 25 " | 4 15 " |
| Mayence | 2 45 " | 2 7 " | 6 30 " | 6 15 " |
| Bingen | 3 25 " | 3 20 " | 7 20 " | 7 13 " |
| Coblence | 4 45 " | 4 40 " | 9 0 " | 8 55 " |
| Bonn | 6 15 " | ... | 10 40 " | ... |
| Cologne | 10 30 " | 7 5 " | 11 40 " | 11 25 " |
| Aix-la-Chapelle | 12 10 a. m. | 12 5 a. m. | 1 20 p. m. | 1 15 p. m. |
| Verviers | 1 30 " | 1 0 " | 2 25 " | 2 3 " |
| Liege | 2 20 " | 2 10 " | 3 10 " | 3 5 " |
| Brussels | 7 25 " | 4 50 " | ... | ... |
| Ghent | 8 36 " | 8 29 " | 6 39 " | 6 29 " |
| Bruges | 9 24 " | ... | 7 28 " | ... |
| Ostend | 10 0 " | 9 55 " | 8 0 " | 7 55 " |
| Dover | 3 45 p. m. | ... | 4 15 a. m. | ... |
| Victoria } London | ... | 5 45 p. m. | ... | 6 15 a. m. |
| Ludgate } | | | | |

Through Rates } 1st Class, £8 6s. 9d.
 } Mixed, 1st and 2d Class, 6 19s. 0d.

RATES FOR PRIVATE CABINS

On board the London, Chatham and Dover Railway Company's steamers.

ON DECK.

Deck saloon, 30s. for one person, and 5s. per passenger additional up to £2.
 Quarter-deck cabins, 15s. for one person, and 5s. per passenger additional up to 30s.

Deck side cabins, 10s. for one person, and 5s. per passenger additional up to £1.

BELOW.

Small cabins, 10s. for one or two persons.

Large cabins, 15s. for one person and 5s. per passenger additional up to 25s.

RATES FOR SPECIAL STEAMERS

(PROVIDED THE NUMBER OF PASSENGERS DOES NOT EXCEED 20).

| | £ | s. | d. |
|--|----|----|----|
| Dover to Calais, or Calais to Dover, | 40 | 0 | 0 |
| “ Dunkerque, or Dunkerque to Dover, | 60 | 0 | 0 |
| “ Ostend, or Ostend to Dover, | 75 | 0 | 0 |

Including all dues, port-charges, &c. No charge is made for passengers' baggage on board special boats.

Application for special steamers must be made to the managing director, Victoria Station, the marine superintendent, Dover, or to the Company's agent at Calais, twenty-four hours before the steamer is required.

Antwerp to Cologne.

| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Antwerpdep. | ... | ... | ... | 5 55 | 9 15 | 9 50 | ... | 1 18 | 4 50 | 7 0 | 10 0 |
| Malines { | ... | ... | ... | 6 38 | 9 39 | 10 33 | ... | 1 42 | 5 19 | 7 24 | 10 24 |
| arr. | ... | ... | ... | 6 46 | 9 47 | 10 42 | ... | 1 47 | 5 22 | 7 39 | 10 56 |
| dep. | ... | ... | ... | 6 20 | 8 3 | 10 19 | 11 58 | ... | 2 33 | 6 9 | 8 26 |
| Louvain..... " { | ... | ... | 8 28 | 10 7 | 11 41 | 2 3 | ... | 4 42 | 7 20 | 10 4 | 1 0 |
| arr. | ... | ... | 8 28 | 10 7 | 11 41 | 2 3 | ... | 4 42 | 7 20 | 10 4 | 1 0 |
| dep. | 4 35 | 6 50 | 8 32 | 10 12 | 11 46 | 2 8 | 3 15 | 4 50 | 8 0 | 10 15 | 1 5 |
| Pepinster { | ... | ... | ... | 10 59 | 12 15 | 2 56 | 3 41 | 5 39 | 8 28 | 10 55 | ... |
| arr. | 5 1 | 7 39 | 9 20 | 10 59 | 12 15 | 2 56 | 3 41 | 5 39 | 8 28 | 10 55 | ... |
| dep. | 5 4 | 7 41 | 9 22 | 11 1 | 12 20 | 2 59 | 3 44 | 5 42 | 8 31 | 10 57 | ... |
| Verviers { | ... | ... | ... | 11 12 | 12 29 | 3 10 | 3 53 | 5 53 | 8 40 | 11 5 | 1 45 |
| arr. | 5 13 | 7 52 | 9 33 | 11 12 | 12 29 | 3 10 | 3 53 | 5 53 | 8 40 | 11 5 | 1 45 |
| dep. | 5 35 | 8 10 | ... | 11 22 | 12 49 | 3 20 | 4 12 | 6 8 | 9 3 | ... | 2 5 |
| Aix-la-Chapelle .. { | ... | ... | ... | 12 35 | 2 5 | 4 30 | 5 20 | 7 25 | 10 5 | ... | 3 15 |
| arr. | 6 40 | 9 25 | ... | 12 35 | 2 5 | 4 30 | 5 20 | 7 25 | 10 5 | ... | 3 15 |
| dep. | 6 45 | 9 35 | ... | 12 40 | 2 15 | 4 40 | 5 30 | 7 35 | 10 10 | ... | 3 20 |
| Cologne.....arr. | 8 0 | 11 27 | ... | 2 33 | 4 0 | 6 30 | 6 50 | 9 35 | 11 25 | ... | 4 50 |
| | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | A. M. |

Cologne to Antwerp.

| | A. M. | A. M. | P. M. | A. M. | P. M. | P. M. | P. M. | A. M. | P. M. |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Cologne.....dep. | 7 3 | 9 10 | ... | 11 40 | 1 30 | 3 0 | 6 0 | 6 3 | 10 30 |
| Aix-la-Chapelle { | 9 5 | 10 50 | ... | 1 15 | 3 30 | 4 50 | 7 50 | 7 30 | 12 5 |
| arr. | 9 5 | 10 50 | ... | 1 15 | 3 30 | 4 50 | 7 50 | 7 30 | 12 5 |
| dep. | 9 13 | 10 55 | ... | 1 20 | 3 40 | 4 55 | 8 0 | 7 35 | 10 10 |
| Verviers..... { | 10 2 | 11 36 | ... | 2 3 | 4 32 | 5 40 | 8 52 | 8 22 | 1 0 |
| arr. | 10 2 | 11 36 | ... | 2 3 | 4 32 | 5 40 | 8 52 | 8 22 | 1 0 |
| dep. | 10 16 | 11 57 | 12 17 | 2 25 | 4 45 | 6 0 | 9 5 | ... | 1 30 |
| Pepinster { | 10 27 | 12 7 | 12 29 | 2 34 | 4 57 | 6 9 | 9 18 | ... | ... |
| arr. | 10 27 | 12 7 | 12 29 | 2 34 | 4 57 | 6 9 | 9 18 | ... | ... |
| dep. | 10 29 | 12 12 | 12 33 | 2 39 | 4 59 | 6 11 | 9 23 | ... | ... |
| Liege..... { | 11 17 | 12 38 | 1 21 | 3 5 | 5 48 | 6 41 | 10 11 | ... | 2 10 |
| arr. | 11 17 | 12 38 | 1 21 | 3 5 | 5 48 | 6 41 | 10 11 | ... | 2 10 |
| dep. | 11 20 | 12 43 | 1 25 | 3 10 | 5 53 | 6 45 | arr. | ... | 2 20 |
| Louvain..... " { | 1 18 | 2 25 | 3 48 | 4 38 | 8 1 | 8 22 | ... | ... | 3 59 |
| arr. | 1 18 | 2 25 | 3 48 | 4 38 | 8 1 | 8 22 | ... | ... | 3 59 |
| dep. | 2 50 | 4 28 | 5 1 | arr. | 9 2 | ... | ... | ... | 4 22 |
| Malines { | 3 4 | 4 40 | 5 25 | ... | 9 14 | ... | ... | ... | 4 40 |
| arr. | 3 4 | 4 40 | 5 25 | ... | 9 14 | ... | ... | ... | 4 40 |
| dep. | 3 3 | 5 23 | 5 56 | ... | 9 57 | ... | ... | ... | 5 25 |
| Antwerp.....arr. | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

Cologne to Coblenz, Mayence and Frankfurt.

| | Exp. | 1 2 3 | Exp. | 1 2 3 | 1 2 3 | 1 2 3 | Exp. | 1 2 3 | 1 2 3 | 1 2 3 | 1 2 3 |
|----------------------|-----------|------------|-----------|------------|-------------|------------|-----------|-----------|------------|------------|-------------|
| | Class | Class | Class | Class | Class | Class | Class | Class | Class | Class | Class |
| Colognedep. | A. M. 6 0 | A. M. 7 20 | A. M. 9 0 | A. M. 9 20 | A. M. 11 45 | P. M. 2 48 | P. M. 5 0 | P. M. 6 2 | P. M. 7 20 | P. M. 9 50 | P. M. 11 55 |
| Bonn..... " { | 6 40 | 8 20 | 9 40 | 10 20 | 12 50 | 3 45 | 5 42 | 6 40 | 8 20 | 10 35 | 12 45 |
| Godesberg " { | 6 49 | 8 30 | ... | 10 30 | 1 0 | 3 55 | 5 51 | arr. | 8 30 | arr. | 12 56 |
| Mehlem " { | ... | 8 35 | ... | 10 35 | 1 6 | 4 0 | 5 56 | ... | 8 35 | ... | 1 2 |
| Rolandseck " { | ... | 8 43 | ... | 10 43 | 1 14 | 4 8 | ... | ... | 8 43 | ... | 1 11 |
| Remagen..... " { | 7 5 | 8 55 | 10 5 | 10 55 | 1 26 | 4 20 | 4 12 | 6 12 | 8 55 | ... | 1 24 |
| Andernach " { | 7 29 | 9 34 | ... | 11 34 | 2 3 | 4 57 | 6 38 | ... | 9 34 | ... | 2 2 |
| Neuwied " { | 7 35 | 9 41 | 10 35 | 11 41 | 2 11 | 5 5 | 6 45 | ... | 9 41 | ... | 2 10 |
| | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | A. M. |

Cologne to Coblenz, Mayence and Frankfort.

(Continued from page 22.)

| | | Exp. | | | Exp. | | | Exp. | | | Exp. | | |
|-------------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|
| | | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| | | Class | | | Class | | | Class | | | Class | | |
| Coblenz | arr. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | |
| | | 7 50 | 10 0 | 10 50 | 12 0 | 2 30 | 5 25 | 7 0 | 10 0 | 10 0 | 2 30 | | |
| | dep. | 7 55 | 10 5 | 11 0 | 12 10 | 2 40 | 5 30 | 7 5 | ... | ... | 2 35 | | |
| Capellen | " | ... | 10 15 | ... | 12 20 | 2 50 | 5 39 | ... | ... | ... | ... | | |
| Boppard | " | 8 21 | 10 37 | 11 23 | 12 41 | 3 11 | 5 59 | 7 28 | ... | ... | 3 5 | | |
| St. Goar | " | 8 41 | 10 59 | ... | 1 2 | 3 32 | 6 19 | ... | ... | ... | 3 25 | | |
| Bingerbrück | arr. | 9 10 | 11 45 | 12 5 | 1 45 | 4 15 | 7 0 | 8 10 | ... | ... | 4 0 | | |
| | dep. | 9 15 | 12 15 | 12 8 | 1 50 | 4 20 | 7 5 | 8 13 | ... | ... | 4 5 | | |
| | arr. | 10 10 | 1 30 | 12 51 | 2 55 | 5 35 | 8 20 | 8 56 | ... | ... | 5 20 | | |
| Mayence | dep. | 10 35 | P. M. | 1 20 | 3 5 | 6 5 | ... | 9 15 | ... | ... | 5 30 | | |
| Frankfort-on-Main | arr. | 11 25 | ... | 2 5 | 4 10 | 6 50 | ... | 10 10 | ... | ... | 6 35 | | |
| | | A. M. | | P. M. | P. M. | P. M. | P. M. | P. M. | | | A. M. | | |

Frankfort, Mayence and Coblenz to Cologne.

| | | Exp. | | | Exp. | | | Exp. | | | Exp. | | |
|----------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|
| | | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| | | Class | | | Class | | | Class | | | Class | | |
| Frankfort-on-M. | dep. | A. M. | A. M. | A. M. | P. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | |
| | | ... | 5 25 | 7 45 | ... | 10 20 | ... | 1 50 | 2 45 | 4 45 | ... | 10 25 | |
| Mayence | arr. | ... | 6 20 | 8 40 | ... | 11 10 | ... | 2 35 | 3 45 | 5 30 | ... | 11 15 | |
| | dep. | ... | 6 30 | 8 50 | ... | 11 30 | ... | 2 55 | 4 0 | 5 50 | 7 10 | 11 30 | |
| Bingerbrück | arr. | ... | 7 13 | 9 22 | ... | 12 33 | ... | 3 32 | 5 2 | 6 27 | 8 15 | 12 34 | |
| | dep. | ... | 7 20 | 9 25 | ... | 12 40 | ... | 3 35 | 5 5 | 6 30 | 8 45 | 12 45 | |
| St. Goar | " | ... | 8 3 | 10 7 | ... | 1 23 | ... | 4 5 | 5 46 | 7 5 | 9 26 | 1 32 | |
| Boppard | " | ... | 8 24 | 10 29 | ... | 1 45 | ... | 4 25 | 6 7 | 7 25 | 9 47 | 1 58 | |
| Capellen | " | ... | 8 46 | ... | ... | 2 6 | ... | ... | 6 27 | ... | 10 7 | ... | |
| Coblenz | arr. | ... | 8 55 | 10 55 | ... | 2 15 | ... | 4 50 | 6 35 | 7 50 | 10 15 | 2 35 | |
| | dep. | 6 0 | 9 0 | 11 5 | 12 0 | 2 25 | ... | 4 55 | 6 45 | 8 0 | P. M. | 2 45 | |
| Neuwied | " | 6 19 | 9 19 | 11 23 | 12 19 | 2 45 | ... | 5 14 | 7 4 | 8 18 | ... | 3 15 | |
| Andernach | " | 6 27 | 9 26 | 11 30 | 12 27 | 2 53 | ... | 5 21 | 7 11 | 8 25 | ... | 3 25 | |
| Remagen | " | 7 4 | 10 0 | 11 53 | 1 4 | 3 31 | ... | 5 45 | 7 47 | 8 51 | ... | 4 5 | |
| Rolandseck | " | 7 17 | 10 12 | ... | 1 17 | 3 44 | ... | 5 57 | 8 0 | ... | ... | 4 18 | |
| Mehlem | " | 7 26 | 10 21 | 12 8 | 1 26 | 3 53 | ... | 6 6 | 8 9 | ... | ... | 4 28 | |
| Godesberg | " | 7 32 | 10 27 | 12 13 | 1 32 | 3 59 | ... | 6 12 | 8 15 | ... | ... | 4 35 | |
| Bonn | " | 7 45 | 10 40 | 12 25 | 1 45 | 4 15 | 4 45 | 6 25 | 8 30 | 9 20 | ... | 4 55 | |
| Cologne | arr. | 8 35 | 11 25 | 1 5 | 2 40 | 5 15 | 5 25 | 7 15 | 9 30 | 10 0 | ... | 5 40 | |
| | | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | A. M. | |

Mayence to Vienna.

| | | | | | | | | |
|---------------------|------|-------|-------|-------|-------|-------|-------|-------|
| Mayence | dep. | A. M. | P. M. | P. M. | ... | ... | P. M. | P. M. |
| | | 10 25 | 1 40 | 1 5 | ... | ... | 9 6 | 6 0 |
| Darmstadt | arr. | 11 2 | 2 35 | 1 42 | ... | ... | 9 50 | 6 45 |
| | dep. | 11 7 | 2 50 | 1 47 | ... | ... | 10 0 | 6 55 |
| Aschaffenburg | arr. | 11 55 | 4 2 | 4 32 | ... | ... | 10 55 | 7 50 |
| Aschaffenburg | dep. | P. M. | P. M. | ... | A. M. | A. M. | A. M. | ... |
| | | 12 25 | 4 30 | ... | 3 0 | 8 20 | 12 5 | ... |
| Wurzburg | arr. | 2 30 | 7 25 | ... | 8 0 | 10 30 | 3 5 | ... |
| | dep. | 2 55 | 8 10 | ... | 8 45 | 10 40 | 4 30 | ... |

Mayence to Vienna.

(Continued from page 23.)

| | | | | | | | | | |
|-----------------|------|-------|-------|-------|-------|-------|-------|-------|-------|
| Bamberg | arr. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| | dep. | 6 15 | 11 25 | 2 55 | 1 10 | ... | 7 56 | ... | ... |
| Nuremberg | arr. | ... | 1 46 | 3 35 | 3 55 | ... | 12 45 | ... | ... |
| | dep. | A. M. | A. M. | A. M. | ... | P. M. | P. M. | 12 45 | ... |
| Regensburg..... | arr. | 3 14 | 9 40 | 12 55 | ... | 1 20 | 11 10 | 5 38 | ... |
| | dep. | 6 15 | 9 50 | 1 5 | ... | ... | 11 15 | 5 47 | ... |
| Passau | arr. | 11 20 | 1 0 | 5 18 | ... | ... | 2 10 | 11 20 | ... |
| | dep. | ... | 1 55 | 6 10 | ... | ... | 2 50 | ... | ... |
| Vienna..... | arr. | ... | 9 30 | 5 20 | ... | ... | 10 0 | ... | ... |

Vienna to Mayence.

| | | | | | | | | | | |
|---------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Vienna | dep. | P. M. | ... | ... | P. M. | ... | ... | ... | A. M. | ... |
| Passau | arr. | 4 15 | ... | ... | 12 0 | ... | ... | ... | ... | ... |
| | dep. | 4 25 | 5 15 | ... | 12 35 | 3 30 | ... | ... | ... | ... |
| Regensburg | arr. | 7 30 | 9 37 | ... | 3 36 | 8 55 | ... | ... | ... | ... |
| | dep. | 7 45 | 9 45 | ... | 3 41 | ... | ... | 3 0 | ... | ... |
| Nuremberg | arr. | 11 10 | 2 44 | ... | 7 20 | ... | ... | 11 25 | ... | ... |
| | dep. | P. M. | ... | ... | A. M. | ... | A. M. | ... | P. M. | P. M. |
| Bamberg..... | arr. | 12 40 | ... | ... | ... | ... | 9 18 | ... | 2 15 | 2 15 |
| | dep. | ... | ... | ... | ... | ... | 10 10 | ... | 2 30 | 3 0 |
| Wurzburg..... | arr. | 2 0 | ... | ... | 16 15 | ... | 1 25 | ... | 5 5 | 8 0 |
| | dep. | ... | ... | ... | ... | ... | 1 35 | ... | 5 15 | 8 10 |
| Aschaffenburg | arr. | 3 20 | ... | ... | 12 30 | ... | 3 40 | ... | 2 25 | 1 30 |
| Aschaffenburg..... | dep. | A. M. | A. M. | A. M. | Exp. | P. M. | Exp. | P. M. | P. M. | P. M. |
| Darmstadt | arr. | 4 15 | ... | ... | 12 35 | 1 0 | 3 45 | 5 45 | 8 20 | ... |
| | dep. | 5 10 | ... | 8 0 | 9 10 | 2 12 | 4 35 | 6 50 | 9 30 | ... |
| Mayence | arr. | 5 20 | 7 50 | 9 25 | 1 30 | 2 22 | 4 55 | 7 10 | 9 40 | ... |
| | dep. | 6 15 | 8 35 | 10 20 | 2 7 | 3 17 | 5 25 | 8 5 | 10 35 | ... |

Rotterdam Route.—Holland Railway.

Rotterdam to the Hague, Leiden, Haarlem and Amsterdam.

| | | | | | | | | | | |
|-----------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Rotterdam..... | dep. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| Schiedam | " | 7 10 | 8 30 | ... | 10 25 | 2 20 | 3 35 | 7 0 | 7 30 | 8 40 |
| Delft..... | " | 7 21 | 8 39 | ... | 10 36 | 2 29 | 3 46 | 7 9 | 7 41 | 8 50 |
| The Hague | arr. | 7 40 | 8 54 | ... | 10 55 | 2 44 | 4 5 | 7 24 | 8 0 | 9 7 |
| | dep. | 7 54 | 9 5 | ... | 11 9 | 2 55 | 4 19 | 7 35 | 8 14 | 9 19 |
| Leiden | arr. | 7 59 | 9 8 | ... | 11 14 | 2 58 | 4 24 | 7 38 | 8 19 | 9 23 |
| | dep. | 8 25 | 9 26 | ... | 11 40 | 3 16 | 4 50 | 7 56 | 8 45 | 9 43 |
| Haarlem | arr. | 8 30 | 9 29 | ... | 11 45 | 3 19 | 4 55 | 7 59 | 8 50 | 10 46 |
| | dep. | 9 27 | 10 4 | 11 47 | 12 42 | 3 54 | 5 52 | 8 34 | 9 47 | 10 28 |
| Amsterdam | arr. | 9 5 | 10 25 | 12 15 | 1 10 | 4 15 | 6 20 | 8 55 | 10 15 | 10 50 |

Cologne to Rotterdam, via Cleve.

| STATIONS. | 1 2 3 | | 1 2 3 | | 1 2 | | 1 2 3 | |
|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Class | | Class | | Class | | Class | |
| | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| Cologne.....dep. | 7 5 | 9 15 | 1 45 | 2 45 | | | | |
| Neuss..... | 8 0 | 10 5 | 2 25 | 3 40 | | | | |
| Crefeld.....dep. | 8 5 | 10 10 | 2 30 | 3 45 | | | | |
| Cleve.....dep. | 8 32 | 10 35 | 2 55 | 4 15 | | | | |
| Cleve.....arr. | 10 10 | 12 0 | 4 10 | 5 50 | | | | |
| Cleve..... | | | | | | | | |
| Zevenaar (Customs).....dep. | 10 13 | 12 10 | 4 15 | 5 55 | | | | |
| Zevenaar (Customs).....arr. | 11 0 | 1 0 | 5 5 | 6 45 | | | | |
| Zevenaar (Customs).....dep. | 11 0 | 1 15 | 5 15 | 6 50 | | | | |
| Arnhem.....arr. | 11 20 | 1 50 | 5 35 | 7 20 | | | | |
| Arnhem.....dep. | 11 32 | 1 55 | 5 40 | 7 25 | | | | |
| Utrecht.....arr. | 12 40 | 3 35 | 6 45 | 9 0 | | | | |
| Utrecht.....dep. | 12 45 | 5 0 | 6 50 | 9 10 | | | | |
| Rotterdam.....arr. | 1 55 | 6 25 | 7 50 | 10 20 | | | | |
| | P. M. | P. M. | P. M. | P. M. | | | | |

Rotterdam to Dusseldorf and Cologne, via Emmerich.

| STATIONS. | 1 2 3 | | 1 2 | | 1 2 | | 1 2 | | 1 2 3 | |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Class | | Class | | Class | | Class | | Class | |
| | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| Rotterdam.....dep. | 6 5 | 7 55 | 11 15 | 2 5 | 2 55 | 5 55 | | | | |
| Utrecht..... | 7 45 | 9 15 | 12 55 | 3 25 | 4 25 | 7 35 | | | | |
| Arnhem..... | 9 25 | 10 25 | 2 30 | 4 32 | 6 17 | 9 15 | | | | |
| Zevenaar..... | arr. | 10 50 | 3 10 | 4 55 | 6 34 | 9 50 | | | | |
| Elten..... | arr. | 3 41 | ... | ... | ... | 10 26 | | | | |
| Emmerich.....arr. | ... | 11 20 | 3 56 | 5 31 | 7 1 | 10 41 | | | | |
| Emmerich.....dep. | ... | 11 40 | 5 55 | 7 15 | ... | ... | | | | |
| Oberhausen.....arr. | ... | 12 52 | ... | 7 8 | 9 0 | ... | | | | |
| Oberhausen.....dep. | ... | 12 54 | ... | 7 25 | 9 18 | ... | | | | |
| Dusseldorf.....arr. | ... | 1 31 | ... | 8 37 | 10 14 | ... | | | | |
| Dusseldorf.....dep. | ... | 1 37 | ... | 8 42 | 10 20 | ... | | | | |
| Deutz.....arr. | ... | ... | ... | 9 55 | ... | ... | | | | |
| Cologne..... | ... | 2 30 | ... | ... | 11 30 | ... | | | | |

Cologne and Dusseldorf to Rotterdam, via Emmerich.

| STATIONS. | 1 2 3 | | 1 2 3 | | 1 2 3 | | 1 2 | |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Class | | Class | | Class | | Class | |
| | Exp. | Exp. | Exp. | Exp. | Exp. | Exp. | Exp. | Exp. |
| | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| Cologne.....dep. | 7 0 | ... | 1 45 | ... | ... | 7 45 | | |
| Deutz..... | ... | 7 40 | ... | ... | ... | ... | | |
| Dusseldorf.....arr. | 7 40 | 8 48 | 2 31 | ... | ... | 8 23 | | |
| Dusseldorf.....dep. | 7 46 | 8 55 | 2 37 | ... | ... | 8 29 | | |
| Oberhausen.....arr. | 8 24 | 9 53 | 3 11 | ... | ... | 9 4 | | |
| Oberhausen.....dep. | 8 35 | 10 25 | 3 13 | ... | ... | 9 20 | | |
| Emmerich.....arr. | 10 15 | 12 15 | 4 25 | ... | ... | 11 0 | | |
| Emmerich.....dep. | 10 36 | 12 36 | 4 36 | ... | P. M. | A. M. | | |
| Elten..... | ... | 12 48 | ... | ... | 6 13 | 8 18 | | |
| Zevenaar (Customs)..... | 11 5 | 1 10 | 5 8 | 6 50 | 8 35 | ... | | |
| Arnhem..... | 11 32 | 1 55 | 5 40 | 7 25 | 9 10 | ... | | |
| Utrecht..... | 12 45 | 3 35 | 6 43 | 9 0 | 10 45 | ... | | |
| Rotterdam.....arr. | 1 55 | 5 0 | 7 55 | 10 20 | 12 0 | ... | | |

The above trains run daily, Sundays included.

FIFTH ROUTE.

The Thames Route.

Well appointed steamers leave London daily for the Continental ports of *Havre, Boulogne, Calais, Ostend, Antwerp, Rotterdam and Hamburgh*, generally at hours according to tide.

| | | |
|---|-----------------|--------------|
| London to Havre, twice a week. 15 hours. | } Fares, | 11s. and 8s. |
| London to Boulogne, daily except Monday, 8 hours. | | |
| London to Calais, twice a week. 8 hours. | } 15s. and 12s. | |
| London to Ostend, 3 times a week, 11 hours. | | |
| London to Antwerp, 3 times a week, 18 hours. | } 20s. and 15s. | |
| London to Rotterdam, twice a week. | | |
| London to Rotterdam, twice a week. | } 40s. and 25s. | |

Railway fare from Hamburg to Berlin, 25s. and 18s. 11d.

(Continental Route.)

via

HARWICH and ANTWERP or ROTTERDAM from GREAT EASTERN RAILWAY STATION, *Bishopsgate*.

To *Antwerp* every Tuesday, Thursday and Saturday at 4.25 from London, leaving *Harwich* at 8 P. M.

To *Rotterdam* every Tuesday, Thursday and Saturday at hours according to tide.

Sea Passage from 10 to 12 hours.

Through fares to

| | £ | s. | d. | £ | s. | d. |
|--------------------------|---|----|----|---|----|----|
| <i>Aix-la-Chapelle</i> , | 1 | 19 | 1 | 1 | 5 | 11 |
| <i>Brussels</i> , | 1 | 9 | 7 | | 18 | 9 |
| <i>Cologne</i> , | 2 | 8 | 1 | 1 | 12 | 4 |
| <i>Dresden</i> , | 5 | 13 | 2 | 3 | 15 | 10 |
| <i>Frankfort</i> , | 3 | 6 | 3 | 3 | 1 | 0 |
| <i>Hanover</i> , | 3 | 12 | 10 | 2 | 9 | 0 |
| <i>Mannheim</i> , | 3 | 16 | 1 | 2 | 12 | 6 |
| <i>Munich</i> , | 5 | 4 | 9 | 3 | 12 | 0 |
| VIENNA, | 7 | 13 | 2 | 5 | 7 | 10 |

INFORMATION TO PASSENGERS TO THE CONTINENT, *via* HARWICH.—REGISTRATION OF PASSENGERS' BAGGAGE.

GENERAL NOTICE.—*The Registration of Baggage* saves the passenger from all trouble and expense of landing and shipping the baggage and conveying it between the train and boat, harbor dues, and other imposts hitherto made; secures an allowance (25 kilos. or 56 lbs.) of baggage free of charge; also the privilege of paying before departure the charge for conveyance of excess baggage, according to a fixed through rate. This registration may be made to the place of destination, or from any station to any other station on the Continent at which the Through Ticket allows the traveller to stop; but where the passenger intends to stop short of the final destination shown by his Through Ticket, he should register only to the first point at which he desires to break the journey.

Baggage is registered from London by the Trains running in connection with the Boats, but only on the production of the Passenger's Through Ticket at the Registration Office ten minutes before the time fixed for the departure of the train. Passengers are recommended to register their baggage in all cases. The Company cannot undertake to register baggage, unless the passenger, with the baggage and Through Ticket, be at the Bishopsgate Station ten minutes in advance of the time fixed for the departure of the train. The baggage ticket must be given up before the baggage can be delivered at destination. Each package should have the name and address of the owner distinctly marked thereon, and all old-luggage labels should be removed. *Merchandise* registered as baggage is liable to detention and seizure by the customs; and passengers are hereby cautioned against registering articles of the description of merchandise, or that are not for personal use. Passengers should personally claim their baggage on arriving at the point to which registered, and give notice immediately to the station master if anything is wrong, giving a

list of the contents of any packages missing.

GENERAL INFORMATION.

Officers provided by the Company to pass Baggage.—Passengers are recommended, for their own protection, to avail themselves of the company's agent, at Harwich, who makes no charge for passing baggage not liable to duty, and to give their keys to him alone. They are at liberty to pass their own entries, or employ other agents, should they prefer doing so; but the company is in no way responsible for any detention or inconvenience that may arise from other than their own agent being employed.

Saloon Family Carriage.—A First Class Saloon Family Carriage, with ante-room and suitable fittings, second class compartment for servants, and separate compartment for luggage, is kept at the Bishopsgate Terminus, and can be sent to any part of the line on application being made to the Superintendent's Office, Bishopsgate, at least 24 hours before the carriage is required. The charge for the use of this carriage will not be less than for four first class and four second class adult fares, the minimum being 60s. Servants and excess luggage will be charged in addition to the fares.

LIST OF AGENTS.—WHERE INFORMATION CAN BE HAD.

Amsterdam.—The Superintendent at the Dutch Rhenish Railway.

Amsterdam.—The Superintendent at the Holland Railway.

Antwerp.—Mr. F. Huger, Quai du Rhin.

Arnheim.—The Superintendent at the Dutch Rhenish Railway.

Brussels.—Messrs. T. Cook & Son, 22 Gallerie du Roi.

Cologne.—Messrs. T. Cook & Son, 40 Domhof.

Rotterdam.—Messrs. Hudig & Pieters, Boompies.

Utrecht.—The Superintendent at the Dutch Rhenish Railway.

Liverpool.—The Bridgewater Navi-

gation Company (Limited), Duke's Dock and Brunswick Station.

London.—Mr. J. Clippingdale, Fenchurch Street Terminus.

London.—Mr. Farr, The London Docks Station, Upper East Smithfield.

London.—Mr. J. Phillips, The Blossoms Inn, Lawrence Lane, Cheapside.

London.—Messrs. T. Cook & Son, 98 Fleet Street.

For all further information as to Continental service, apply to A. SWARBICK, Continental Department, Bishopsgate Station, London.

SIXTH ROUTE.

London to Vienna, by the River Route.

(The *Thames*, The *Meuse*, The *Rhine*, The *Maine* and The *Danube*).

This route will be no doubt a little more expensive, and occupy more time than any other route, but it will undoubtedly prove the easiest, most varied, picturesque and interesting of any for the traveller of taste and refinement with means at his command.

| | |
|--|------------------------|
| LONDON to ANTWERP, by steamship <i>Baron Osy</i> (see advertisement) every Sunday, from <i>St. Katherine's Wharf</i> , at noon or | } Fares 20s. & 15s. |
|--|------------------------|

| | |
|--|----------------------|
| By steamships of <i>General Steam Navigation Company</i> , every Tuesday or Thursday at noon. These departures will probably be increased during the summer. | } Time, 18 hours. |
|--|----------------------|

| | |
|--|---------------------------------------|
| ANTWERP to BRUSSELS, by rail, in 50 minutes. | } Fares 3 fr. 85 c. 2 fr. 70 c. |
|--|---------------------------------------|

| | |
|---|---------------------------------------|
| BRUSSELS to NAMUR, by rail, in 2 hours, 25 minutes. | } Fares 4 fr. 35 c. 2 fr. 90 c. |
|---|---------------------------------------|

NAMUR to LIEGE, by steamer; the time occupied is about 12 hours; the departure from Namur is early in the morning.

| | |
|---|---------------------------------------|
| LIEGE to Aix-la-Chapelle, by rail, in 2 hrs. 15 min., and Aix-la-Chapelle to COLOGNE, 1 hr. 20 min. | Fares 27 fr. 75 c. 20 fr. 50 c. |
| COLOGNE to MAYENCE, by Express steamer, in 14 hrs. | 7 fr. 50 c. |
| MAYENCE to FRANKFORT, by steamer, in 1 hour, by rail. | |
| FRANKFORT to MUNICH, by rail, 10 hrs. 45 min. | 14 fl. 51 kr. |
| MUNICH to DONAUWÖRTH, by rail, 5 hrs. 20 min. | |
| DONAUWÖRTH to RATISBON, by steamer after arrival of the fast train from Munich, in 8 hrs. | 4 fl. 20 kr. |
| RATISBON to PASSAU, by rail. | 3 fl. 50 kr. |
| PASSAU to LINZ, by steamer. | 4½ hours. |
| LINZ to VIENNA, by steamer. | 10 hours. |

The stopping-places on this route will probably be *Frankfort* and *Munich*, for a day at the former, and two or three at the latter; for sleeping-places, *Aix-la-Chapelle* or *Cologne*, *Passau* and *Linz*, may be selected. The traveller will thus become acquainted by this route with five attractive rivers. The *Thames* and its commerce, the *Meuse* and its many beauties of scenery, the *Rhine* and its picturesque and romantic borders, the *Maine* and the *Danube*. Of the latter river the following description is borrowed from Murray's admirable *Hand-Book* for Southern Germany:—

“The Danube is the chief river of Germany, and is second to none in Europe, save the *Volga*, yet the navigation of it has hitherto borne no proportion to its rank and size. The vessels on it, previously to 1830 when the first steamer was launched, were almost exclusively barges of unpainted planks, valued only as timber to be broken up. Being intended for merchandise, the comfort of travellers was little cared

for, and but few availed themselves of the meagre accommodations. Yet a portion of its banks discloses scenery as striking as any on the *Rhine*, indeed many travellers are of the opinion that the defile at *Weltenberg*, above *Ratisbon*; *Passau*, and the defile between it and *Linz*; the scene around the *Strudel* and *Wirbel*, *Mölk* and *Dürrenstein*—equal the *Rhine* scenery. It must be confessed that these beauties are set further apart than those of the *Rhine*, and that the traveller must go farther to seek them, and that there is no such continuous chain of grand views as that between *Bingen* and *Coblenz*. The *Danube* however is distinguished from the *Rhine* by its vast forests feathering down to the water's edge from the summit of high mountains which confine the river on both sides; and in addition to the picturesque ruins of ancient castles, it is diversified with numerous monasteries, palaces in extent and splendor, and mighty monuments of ecclesiastical wealth and power. Such are the convents of *Mölk*, *Gottweich* and *Klosterneuberg*. In historical associations, the *Danube* does not yield to the *Rhine*. It was for a long time a Roman frontier; its valley has been the high road of the barbarous hordes of *Attila* and of the armies of *Charlemagne*, *Gustavus Adolphus*, *Solyman the Magnificent*, *Marlborough* and *Napoleon*; its shores have echoed at one time with the hymns of the Pilgrims of the *Cross*, and at another with the enthusiastic shouts of the turbaned followers of the *Prophet*, and its waters have been dyed in turn with the blood of *Romans*, *Huns*, *Germans*, *Swedes*, *Turks*, *French* and *English*.”

Southampton, a rising and thriving seaport, 77 miles from *London*. Population 55,000. *Southampton* is the station of departure for the *Royal Mail* steamships to the *West Indies*, and port of call for numerous *American* steamship companies. It has of late years become a place of considerable importance in maritime commerce, and the traffic in transit

through it to France and the Channel Islands is very considerable. The communication between Southampton and the Isle of Wight is kept up by numerous steamers, small and slow, leaving much to be desired. The traveller having spare time can pleasantly occupy it by taking the steamer to *Cowes* and *Ryde*—an excursion of a few hours only.

U. S. CONSULATE: William Thomson, *Consul*.

HOTELS.—*Radley's*. The *South-Western*, adjoining the station. The *Dolphin* in the Town. The *Clarendon*.

New Haven, a small seaport, 56½ miles from London, 8 miles from Brighton. Population 2000. The town offers nothing whatever to interest the traveller. The Steam Packet Quay is alongside the Custom-House and South Coast Railway Terminus, and London and Paris Hotel all under one roof. In case of bad weather or detention, the traveller will find comfort and attention in the hotel accommodation; there are frequent trains to London and to Brighton.

Folkestone, an ancient seaport, 70 miles from London. Population 10,000. Offers little to attract the stranger; it is a somewhat picturesque old town with tortuous, narrow and steep streets; its importance is chiefly

derived from the passenger traffic with France, which is considerable, there being two departures each way daily.

HOTELS.—The *Pavilion*, near the harbour. The *West Cliff*. Both well spoken of.

Dover, 88 miles from London by rail, 72 by road. Population 30,000. The port for the packet station for the mail service with the Continent of Europe, and a fashionable place of resort in the summer season, being one of the favorite watering-places for the inhabitants of the Metropolis. The *Harbor of Refuge* is on an extensive scale, and the *Admiralty Pier*, where the steamers embark and disembark their passengers at all states of the tide, is a noble specimen of solid masonry. The *Esplanade* is a fine, wide promenade, extending upwards of a mile along the *Beach*, which is provided with every convenience, including apartments for bathing.

U. S. CONSULATE: Pierre Sisco, *Agent*.

HOTELS.—The *Lord Warden*. The *Ship*. *Dover Castle*, etc. etc.

Harwich. Population 5500. A seaport, town and watering-place at the mouth of the *Stour*, and in former years the packet station for the Continental Mail Service.

HOTEL.—*Great Eastern* and *Pier*.

FRANCE.

Calais is perhaps the most familiar French Port frequented by British and American travellers, and the nearest to England, the channel at this point being only 21 miles across. Calais is distant 186 miles from Paris, with which it has two lines of communication by Mail: the one by *St. Omer*, the other by *Boulogne* and *Abbeville*; both meeting at *Amiens*; several departures each way daily; time occupied $5\frac{1}{2}$ hours. Calais, with the adjacent township of *St. Pierre*, has a population of about 22,000; it is a thriving little town not altogether deserving the ill name it has obtained for dirt and bad smells, and a few hours may agreeably be spent in viewing its *Church* built by the English; the *Town Hall*, *Museum*, etc. The room occupied by *Sterne* in the old *Hotel Dessin* (now used for municipal purposes) in the *Rue Royale*, and where several of the scenes in "The Sentimental Journey" are stated to have occurred, can be readily seen and will interest the traveller.

A considerable trade in timber and blonde race is carried on at Calais.

U. S. CONSULAR AGENCY (under Consulate at Paris):—*J. P. Vendroux*, Agent.

HOTELS.—*Dessin*, the best and under high patronage. *Meurice's*, a good second-rate house of cosmopolitan character. *Flandre*, a commercial house, clean, cheap and with a good *table d'hote*. *Buffet*, at the station on the harbor, very good; beds can be had.

Boulogne, distant from Paris 168 miles. Population 40,000.

U. S. CONSULATE: *J. de la Montagnie*, Consul. *Jos. Fontaine*, Vice-Consul.

HOTELS.—*Pavillon*. *Imperial*, facing the Sea. *Des Bains*. *Hotel Cristol*.

Boulogne has rapidly risen in importance; from being a small fishing-town, it has become a thriving and attractive city, much frequented by the English, who constitute an important

item in its population. The *Upper Town*, surrounded by walls which afford a pleasant promenade, is quaint and quiet, little visited or known by travellers, all the hotels, shops and business establishments being in the *Lower Town*, where a continual movement is kept up by the frequent (not less than 8 and sometimes 10) arrivals and departures of steamers from and to England, *via* New Haven and London. The traveller will find a good English bookstore and library at *Merriview's*, *Rue Napoleon*.

Travellers not desirous of making any stay at Boulogne, had better drive direct to the railway station, $\frac{3}{4}$ of a mile distant, where there is a good *Buffet*.

Steamers to *London* daily according to tide, in 8 or 10 hours; fares 11s. and 8s. The boats are not large, and they are at times inconveniently crowded.

To *New Haven* twice daily according to tide; average passage 2 hours.

Rail to *Calais*, 28 miles, in 1 hour.

“ *Paris*, 255 “ 4.30 hours, Express.

Dieppe, distant from Paris 125 miles. Population 20,000.

U. S. CONSULAR AGENCY: *J. Le Vert*, Agent.

HOTELS.—*Grand*, *Hotel des Bains* on the Beach. *Royal* and *Victoria*, near the landing-place of the steamers, convenient for travellers who only require a meal or intend a short stay.

Dieppe has but little trade. Of late years it has become a fashionable and expensive watering-place for Parisian opulence, and the passenger traffic with England is considerable. There are few public buildings, and none deserving much attention or description. There are pleasant walks in the environs, the more prominent and attractive being to the *Chateau d'Arques*, distant about 4 miles, and to the village of *Varengewille*.

Ivory carving is one of the specialties of Dieppe, and is brought to great perfection.

Steamers to *New Haven*, twice daily, according to tide. Rail to Paris by way of *Rouen*, in 5.05 hours, 4.30 Express. Fares 27 fr. 30 c.; 20 fr. 50 c.

Havre at the mouth of the Seine, distant from Paris 142 miles. Population 80,000.

U. S. CONSULATE: S. L. Glasgow, Consul. J. Hunt, Vice-Consul.

HOTELS.—*Frascati's* on the Beach, away from the Town. *L'Amviant* on the *Quai*. *L'Europe* centrally situated.

American Church Service, Rue de la Paix.

Havre is the most thriving and prosperous maritime city in the French dominions, although comparatively of modern date. Its population has more than doubled in the last fifty years, partly owing to the removal of the former city walls, so bringing within its limits the former outlying suburbs. Some of the new buildings are handsome, with considerable pretension to architectural beauty, the most prominent being the *Theatre*. But the interest and importance of Havre is derived from its trade, which represents fully one-fourth of that of all France. The docks are spacious, and are being continually increased and improved to satisfy the daily increasing requirements of its trade. The principal promenade of the town is the *Pier*.

Havre is the chief port of arrival and departure for France of the shipping for the United States. There was formerly direct river communication by steam with *Paris*. But the steamers now stop at *Rouen*, 57 miles distant; the hours vary according to the tide. There is also steam communication with *St. Malo*, *Cherbourg*, *Rotterdam*, *Hamburg*, *Copenhagen* and *St. Petersburg*. Also, to *London*, once a week, 18 hours. Fares 11s. and 8s. To *Caen*, daily, according to tide, in 3 hours. To *Honfleur*, several times every day, in 1 hour.

Rail to *Paris*, via *Rouen*, in 4.25 hours. Fares 28 fr. 10 c. and 21 fr. 5 c.

Rouen, distant from Paris 85 miles. Population nearly 150,000.

U. S. CONSULAR AGENCY: Louis Guebert, Agent.

HOTELS: *D'Angleterre*. *De France*. *Buffet* at the Station, good.

The capital of Normandy, situated on the Seine, a fine, interesting and important city, admirably located in a beautiful and picturesque country, the centre of the cotton district or manufacturing of France. The old parts of the city are most characteristic of a remote period of quaint architecture, but the spirit of improvement is fast clearing away these remains of antiquity.

The *Cathedral* and the Church of *St. Ouen* well deserve careful attention, and should not on any account be passed over. There are numerous agreeable walks in the neighborhood, and a day devoted to Rouen will be well spent, and leave none but agreeable impressions.

Rail to Paris, in 2.40 hours, Express. Fares 16 fr. 75 c.; 12 fr. 50 c.

St. Malo, distant from Paris 280 miles. Population 11,000. A quaint sombre stronghold, formerly, if not much belied, a nest of pirates and smugglers—now a sluggish town doing a brisk export trade in eggs, butter, fruit, &c., for the English market, with a moderate market passenger traffic for the Channel Islands. It was the birth-place of *Chateaubriand*, and his tomb is a characteristic one on a rock surrounded by the sea at high water. The town of *St. Servan* across the harbor is dull and dreary, but many English and some American families have made it their residence, chiefly for reasons of economy.

The rise and fall of the tide is remarkable here, there being at high tide 40 or 50 feet of water in the channel, which at low water is crossed dry-footed.

HOTELS.—*De France*—in which *Chatcaubriand* was born. *Franklin*—not promising to the eye but very comfortable.

St. Nazare, 40 miles from *Nantes*, at the mouth of the *Loire*, the station of the steamships of the French *Compagnie Transatlantique*, but in other respects an uninteresting and unimportant town; where the traveller will not have any occasion or need to prolong his stay, as he will probably make *Nantes* his resting-place.

U. S. CONSULAR AGENCY: J. Vanduyen, *Agent*.

Rail to *Nantes*, in 2 hours. Fares 5 fr. 50 c. and 4 fr. 40 c.

Nantes, 269 miles from Paris, at the mouth of the *Loire*. Population 100,000.

U. S. CONSULATE: Benjamin Gerish, Jr., *Consul*. J. Dedichen, *Vice-Consul*.

HOTELS.—*De France*. *De Geneve*. *Du Commerce*.

Paimbeuf and *St. Nazare* are the ports of *Nantes* for large vessels. But it has in itself considerable trade and a large amount of shipping.

The PRINCIPAL BUILDINGS are the *Cathedral* which dates from the fifteenth century, containing some fine monuments, and which will repay a visit.

The *Castle*, The *Hotel de la Prefecture*, The *Quays*, *Bridges*, etc., are all worthy of attention.

The *Museum of Paintings* contains some of great merit.

There are steamers to *Angers* and to *Tours*, but against stream the progress is slow, and in summer liable to interruption from want of water.

Rail to Paris by *Angers* and by *Le Mans*, in 1st class Express, 8.45 hours.

Mixed Express, 11.25 “

Fares 48 fr. 75 c. and 36 fr. 50 c.

Le Mans, distant from Paris 131 miles. Population 30,000.

HOTELS.—*De France*. *Boule d'Or*.

Le Mans is a manufacturing town of some importance, but somewhat dull. Its chief buildings are the *Cathedral*, churches, bridges, &c.

Rail to Paris,

1st class Express, in 4.20 hours.

Mixed “ in 6.10 “

Fares 26 fr. 5 c.; 19 fr. 35 c.

Cherbourg.—Population 42,000. 230 miles from Paris. The great naval arsenal of France, with a magnificent harbor, formed by the great breakwater, a work performed at enormous cost, and which is considered a monument of engineering skill. There is little of interest in the town itself, which is quiet and common-place, but the environs are delightful.

U. S. CONSULAR AGENCY: Emil Postel, *Agent*.

HOTELS: The principal are the *Casino*, under English management, facing the sea, and away from the noise and bustle of the port; and *L'Univers*, well spoken of.

Rail to Paris in 8 hrs. 25 min.; 4 departures per day; fares 45 fr. 70 c.; 34 fr. 25 c.

Caen, 114 miles from Paris. Population 45,000.

One of the most ancient and interesting cities of Normandy, containing numerous public buildings and churches, the principal of which are *St. Etienne*, a fine edifice, with a handsome front, in which William the Conqueror was buried; the organ and pulpit are worthy of attention; the Church of *St. Jean*, with beautiful stained glass windows; *St. Peter's*, remarkable for its handsome spire; the *Castle*, founded by William the Conqueror; the *Palais de Justice*; *Hotel de Ville*; *Museum*, containing fine specimens of the old masters; and the *Public Monuments*.

Steam communication, daily, with *Havre*, in 3½ hours; the passage is sometimes very rough.

English Church Service in the French Protestant Church.

HOTEL.—*Humby's*, an English house well spoken of.

Rail from Caen to Paris, in 7 hours. 1st class, 29 fr. 40 c.; 2d class, 22 fr 10 c.

Paris.—It does not enter into the scope of this work to give an account of Paris; a few practical hints for the stranger must suffice, as he will find excellent local guides to the city; the two best being that of the Messrs. Galignani, and a more condensed one by Murray, of Hand-Book fame; both can be procured of the Messrs. Galignani, Rue de Rivoli.

U. S. LEGATION: Elihu B. Washburne, *Envoy Extraordinary and Minister Plenipotentiary.*

Wickham Hoffman, *Secretary of Legation.*

Nicholas Fish, *Assistant-Secretary of Legation.*

U. S. CONSULATE: John M. Read, Jr., *Consul-General.* F. Olcott, *Vice-Consul-General and Consular Clerk.*

HOTELS.—The principal Hotels likely to be attractive and suitable for American visitors, will be the *Grand Hotel*, Boulevard des Capucines; the *Hotel du Louvre*, Rue de Rivoli; the *Hotel Meurice*, Rue de Rivoli; *Hotel du Rhin*, Place Vendôme (small and good); *Hotel Bristol*, Place Vendôme, an aristocratic establishment, frequented by magnates of rank and fortune; *Hotel Vouillemont*, Rue des Champs Elysées; *Hotel Mirabeau*, Rue de la Paix. Most of these hotels have tables d'hôte.

RESTAURANTS abound, and are of rank and character to suit all tastes and all purses; those that are good are dear; those that are cheap are nasty; and it requires some skill to steer between the two.

Amongst the best are the *Café Riche* and the *Café Anglais* on the Boulevards; the *Voisin*, Rue St. Honore; *Durand's*, Place de la Madeleine; *Champeaux*, Place de la Bourse.

Excellent *cuisine* and moderate charges combined will be met with at an old-fashioned establishment opposite the palace of the Luxembourg, known as "*Foyot's*," and at the *Bœuf à la Mode*, Rue de Valois, near the Palais Royal.

The *American Colony* in Paris, now an *institution* of the French capital, has located itself in the quarter of the Champs Elysées where the United States Minister has his residence.

AMERICAN BANKERS: Messrs. Munroe & Co., 7 Rue Scribe; Messrs. Andrews & Co., 10 Place Vendôme; Drexel, Harjes & Co.

Paris to Vienna, via Strasbourg, Carlsruhe, Stuttgart, Augsburg, Munich and Salzburg.

Express train, in 37 hours.

| | | |
|-------------|---------|------------|
| PARIS, | depart, | 8.35 A. M. |
| Nancy, | " | 4.22 P. M. |
| Strasbourg, | arrive, | 8.33 " |
| " | depart, | 9. " |
| Carlsruhe, | " | 11.50 " |
| Stuttgart, | " | 2.40 A. M. |
| Munich, | " | 8.50 " |
| Salzburg, | " | 1.05 P. M. |
| VIENNA, | arrive, | 9.30 " |

Fares 175 fr. 50 c.; 128 fr.

The traveller sleeping at *Strasbourg*, and taking the morning train to *Munich*, will arrive at the latter city the evening of the second day; from *Munich* he can continue by rail direct to VIENNA, or take the Danube Route at *Donauwörth*, as indicated in previous routes from *England*.

Ostend.—A seaport of BELGIUM, and, in the season, a fashionable watering-place—at other times, dull and sleepy. The country around is uninteresting, the only promenade being the Dyke or Sea-wall, with a monotonous sea-view.

It is the station for the mail steamers with England, which depart and arrive twice daily—time, from 4½ to 6 hours.

U. S. CONSULATE.—A. Van J. Duclos, *Vice-Consul*.

HOTELS.—None are to be recommended. The principal are, *Hotel Mertian*, *Hotel d'Allemagne*.

Fares to London, 31s. 9d., and 23s. 1d.

Steamers to and from London direct, twice a week according to tide, in 10 or 12 hours. Fares 15s. and 12s.

Antwerp.—Population 120,000; distant 27 miles from Brussels; the chief port of BELGIUM, an ancient city of most interesting character, historically and archaeologically.

THE PRINCIPAL BUILDINGS are its magnificent *Cathedral*, in which is placed a master-piece of Rubens, "The Descent from the Cross," generally veiled from public gaze, but for a small fee open at all hours to strangers. The *Town Hall*, recently restored after its destruction by fire, is deserving of notice; and there are numerous churches, and collections of paintings. A considerable trade is carried on to all parts of the world from Antwerp, which is daily increasing, requiring more dock accommodation. By the removal of the fortifications, the city has obtained a freer and more open appearance, and has been much improved.

U. S. CONSULATE.—James Riley Weaver, *Consul*. Ernst Fuchs, *Vice-Consul*.

HOTELS.—These are good. The principal are, *The Saint Antoine* and *Grand Laboureur*.

Rail to Brussels in 45 minutes, *express*.

Brussels.—The capital of BELGIUM; population upwards of 300,000; a picturesque and attractive city, offering every inducement to the traveller to prolong his stay.

U. S. CONSULATE.—John Wilson, *Consul*. Gustave Daws, *Vice-Consul*.

HOTELS.—These are excellent and numerous. In first rank of prominence is the *Hotel de Belle Vue*, in the upper town, having frontage on the Park. It is largely patronized by the opulent class of travellers. Dr. Dremmel, the proprietor, is also a banker, money-changer and wine merchant. The *Hotel de Flandre* and the *Hotel de France*, in the upper town, also are very excellent, but of less pretension. The *Hotel de Suide*, in the lower town, is very well conducted, clean and moderate; its *cuisine* and cellar are both excellent, and the *table d'hôte* is in high favor with travellers.

Amateurs of fine wine will nowhere find Burgundy in finer condition than at Brussels, the cellars here appearing to favor the maturing of this somewhat capricious wine.

OBJECTS OF INTEREST are numerous; the principal are, the magnificent *Cathedral of Sainte Gudule*, recently restored, admirable in point of architecture, and containing carved fittings of rare workmanship, especially a richly sculptured pulpit; it has also splendid stained-glass windows. The *King's Palace*, a plain, unostentatious building; the *Parliament House*, the *Botanical Gardens*, the *Town Hall* and *Grande Place*, the *Museum*, numerous churches and private collections.

On a much smaller scale, Brussels may be compared to Paris, which it copies in most things. The *Park* is small and pretty, the *Boulevards* are extensive, and the means of locomotion easy and abundant. Several *theatres* offer attractive performances, and the visitor will find ample employment for several days' real enjoyment in Brussels and its environs.

The battle-field of *Waterloo* is within 14 miles of Brussels. Stage-coaches of English fashion go daily, returning in the afternoon in time for dinner.

The more comfortable and independent way for a party is by a private carriage. There are houses of entertainment, of moderate capabilities, at Waterloo.

Rail from Brussels to Paris in 8½ hours (express); fares, 32 fr. 50 c., 24 fr. 35c.

To Aix-la-Chapelle, Cologne, &c., see routes.

Aix-la-Chapelle—(Aachen.)—

Population 70,000, is a charming situation—at one time a fashionable watering-place, much frequented on account of its mineral waters, said to be very efficacious for ailments of various kinds, but not very pleasant to the palate and the nostrils. The town still enjoys a certain reputation amongst invalids, but to the tourist it offers no attraction, except the Cathedral, with the Tomb of Charlemagne (a plain slab let into the pavement). A very agreeable promenade to the summit of the Louiseberg, will well repay the visit. Its rural walks, picturesque features and fine views are well entitled to the praise bestowed on them.

U. S. CONSULATE.—James Park, Consul. Edward Sternberg, Vice-Consul.

HOTELS.—The hotels here are excellent. The principal are, the *Hotel du Grand Monarque*, with two tables d'hôte daily; *Hotel Nuellens*, and *Durbrick's Hotel*.

Cologne.—An important town of Prussia and a port on the Rhine—a centre of several great lines of railway connecting North Germany with Austria and France. Population, about 125,000, but probably in excess of that number.

U. S. CONSULATE AGENCY.—G. Holscher, Agent.

HOTELS.—None of the hotels are first-rate. In the winter they are sluggish and half closed, but in the summer the crowds of daily shifting travellers—few remaining more than a night—create bustle and confusion, to the disquiet of steady visitors. The

principal are, the *Hotel Disch*, in the town, near the cathedral, perhaps the best—a large, sombre building, much frequented; *Hotel de Hollande*, on the river, in close proximity to the steamers, and in that respect convenient.

The Cathedral has a world-wide reputation, and is the chief object of attraction in Cologne. The double bridge over the Rhine, for railroad and passenger traffic, is a magnificent structure.

In the Church of *St. Peter* there is a fine Rubens, "The Crucifixion of *St. Peter*." A copy is always on view, and the custodian is always on hand to show the original.

But a very few years since, and there was one departure of steamers up the stream daily, and that of slow progress and scant accommodation. Now there are numerous departures daily, the *Express Saloon Steamers* leaving early (7 A. M.), and making the trip between *Cologne* and *Mayence* in one day. These steamers are generally known as "American steamers;" they have an excellent restaurant and table d'hôte, a good ladies' cabin, a fine promenade deck; and in fine weather it is impossible to imagine a more enjoyable and beautiful trip between *Bonn* and *Bingen*. The scenery is one continued beautiful panorama of absorbing interest, commanding the undivided attention and admiration of the traveller.

Where haste is an object, the Rhine is thus to be done in a day; but, if time can be spared, it will make the trip more interesting by making a stop at *Coblenz* and another at *St. Goar*, thus dividing the journey into three days. As the river is through a flat country as far as

Bonn, the traveller will do well to take a late train from Cologne to Bonn—about an hour—and sleep at the comfortable hotel of the *Golden Star* in this pretty, lively town, taking the steamer next morning (the express boat), at 9.45, and stopping at

COBLENZ (*Hotel du Géant*, excellent), which will give him ample time to visit the charming little watering-

place (frequented by high society) of Ems, either by rail or private carriage—the latter preferable, as the drive is most pleasant. He will also have time to visit the Castle of *Stolzenfels*, on the banks of the Rhine, formerly in ruins, now restored and made inhabitable by the present Emperor of Germany, who here entertained Queen Victoria when she visited Prussia some years since.

ST. GOAR is a very beautiful spot, in the midst of romantic scenery, and offering varied drives, rides and walks. Several new hotels have lately been opened. The traveller will do well to inquire as to the best from the landlord at *Coblenz*. The fine scenery of the Rhine ends at *Bingen*, where the traveller can, if he pleases, leave the steamer and take the rail direct to *Frankfort Spa*, as there is nothing of interest to see at *Mayence*. And, as the boats from *Mayence* to *Frankfort* are uncertain in their arrangements, it will be well to inquire on board the Rhine steamer as to their hours, &c.

There is a line of railway on each bank of the Rhine, so that in case of bad weather or extraordinary haste, the traveller is not bound to any one route, but may make his choice to suit his convenience. Panoramas and guides to the Rhine abound, and afford much aid in viewing the continually varied scenery and localities.

Hanover, formerly capital of the kingdom of Hanover, now reduced to a provincial town of Prussia, derives its present prosperity from its manufactures and industry, formerly unimportant, but which are now thriving and increasing. Pop. nearly 80,000.

HOTELS.—The hotels are good—the *Victoria*, the *Union*, the *Royal*, nearest the railway.

The old town is quaint and characteristic of the early ages; some of the street architecture is interesting. The new part is well laid out, and contains some elegant buildings.

Hanover is a great railway junction in connection with all parts of Germany.

THE PRINCIPAL BUILDINGS are the *Palace*, the *Town Hall*, the *Schloss Kirche*.

There is a small colony of English residents here and an English chaplain.

Berlin, the capital of Prussia, on the *Spree*, a contracted sluggish stream here contaminated by the sewerage of the town, and little better than a filthy ditch, is distant 700 miles from Paris, 150 miles from Hamburg and 100 miles from Dresden. Population over 800,000.

U. S. CONSULATE:—H. Kreisman, *Consul*.

HOTELS.—The hotels are indifferent and leave much to desire—among the best may be mentioned *de Russie*, *de Angleterre*, *du Nord*, *de Rome* and *Royal*; they are all situated in the centre of the town on or near the “*Unter den Linden*.” This is the finest street of the town, containing nearly all the public buildings, palaces and best shops, with an avenue of trees down the centre which affords a splendid promenade. The other streets of the town are wide and straight, but badly paved, indifferently lighted and with open gutters on each side.

American visitors will meet with every attention and obtain all the information they may require of Messrs. Thode & Co., the American Bankers, 171 *Friedrich Strasse*, who have also an establishment at Dresden, and who are most obliging and attentive to strangers; their “*Strangers’ Room*” is supplied with American and English newspapers.

THE PRINCIPAL BUILDINGS of Berlin are the *Royal Palace*, containing some splendid *Salles* and fine paintings; the new *Museum*, open daily; the *University*, the *Bath House*, the *Opera House*, &c., &c. A very fine *Aquarium* on the *Unter den Linden* is an object of great attraction.

The *Thiergarten* is the Park of Berlin; it is of considerable extent, and in summer affords pleasant drives. The drive to *Charlottenberg* through the *Thiergarten* is pleasant; there is

a train from Dorothea Strasse in half an hour—fare 2½ gros.

If time will admit, the stranger should visit POTSDAM, generally described as the Versailles of Berlin; the Palace and grounds are interesting, and a day will be well spent in the visit.

RAILWAY in half an hour or less by express—fares 21 sgr. and 16 sgr.

BERLIN to DRESDEN in 4.45 hrs.—fares 5 th. 4 sgr. 3 th., 25½ sgr.

BERLIN to VIENNA via Dresden and Prague, 4 departures daily in 27 hours; but the trains have been much accelerated for this season, and the traveller not hurried for time will probably break his journey at Dresden and Prague.

Dresden, capital of SAXONY, on the Elbe; population 175,000. One of the finest and most agreeable cities of Germany, offering attractions of superior character in every variety to satisfy all tastes—picturesque scenery, an unsurpassed gallery of paintings containing *chef d'œuvres* of the finest masters, rare collections of art, the handsome theatre (recently destroyed by fire, but rebuilding with increased splendor), charming rides and drives, and agreeable society.

U. S. CONSULATE.—O. H. Irish, Consul. W. Knoop, Vice-Consul.

HOTELS.—The hotels are good; the "Victoria," kept by an obliging landlord, who speaks English, has a choice cellar and excellent *cuisine*. Cleanliness and comfort are combined with moderate charges. Among the others are the hotels *Goldnen Engel, de Saxe, Belle Vue, de France, Royal, &c.*

Messrs. Thode, the American bankers here, as at Berlin, afford to citizens of the United States an agreeable centre of information, and provide American and English newspapers.

The galleries will fully occupy two days, which will be well spent in the enjoyment of a rich treat that will leave a lasting impression of pleasure on the mind. One day at least should be given to the picturesque scenery of the *Saxon Switzerland*, a district of

rare beauty. The trip may be made in one day, taking the early train to *Schandau*, and returning in the afternoon by steamer; but the preferable way is to make Schandau a resting-place—sleeping at one of the somewhat primitive but clean and really comfortable inns of the place, and visiting the environs at leisure. The trout here recommend themselves to the attention of the lover of good living; they are kept in tanks, and therefore always ready. The writer, although not an epicure, would suggest that "*au bleu*," that is plain boiled, with only a squeeze of lemon-juice for sauce, they are delicious.

By the mid-day boat the traveller may continue his journey the next day, and take the rail to Prague and Vienna at *Bodenbach*.

The scenery of the Elbe is very fine, but it is too often passed over without the notice it deserves. It affords, besides, an agreeable relief from the monotony of the rail.

From Dresden to Bodenbach the rail is almost continuously along the banks of the river. At Bodenbach Station there is a well-supplied restaurant with good attendance.

RAIL FROM DRESDEN
to PRAGUE in 5 hours.
Fares—6 th. 12 gr., 4 th. 59 gr.

To VIENNA in 14 hours.

Fares—24 th. 95 gr., 18 th. 72 gr.

These trains will probably be accelerated during the coming season.

Prague, the chief city of BOHEMIA (Austrian Empire), on the *Moldau*. Population over 155,000. Situated, and extending far on both shores of the Moldau, and surrounded by pleasing heights, it wears, undoubtedly, the most beautiful aspect of all the German towns, being adorned with its 60 peculiar and singularly formed spires, with its lordly castle at the back of the hill (*Hradschin*), and the broad expanse of its streams, spanned by two noble bridges. Circumference, 1 German mile ¾ths; divided into *Altstadt* and *Neustadt*, on one bank of the Moldau, and into

Kleinseite and *Hradschin* on the other; forming four towns.

A commissionaire is indispensable in this place. With his assistance most of the sights may be seen in one day. Indeed, although historically, Prague is one of the most interesting cities of Europe, and for the antiquarian and archæologist, full of interest; the ordinary traveller will soon tire of repetitions after a few hours of close inspection.

The PALACE OF WALLENSTEIN will first command attention, not so much on account of its architecture or size as of its historical associations.

Prague has the distinction of being the oldest *University* of Germany.

Hoffmann, near the *Hotel de l'Etoile Bleu*, has a large show of Bohemian glass, so well known throughout Europe.

U. S. CONSULATE.—Charles H. Royce, *Consul*; Nathan Benedickt, *Vice-Consul*.

HOTELS.—None of the hotels are first rate; among the best may be classed the *Cheval Noir*, *Hotel de l'Etoile Bleu* and the *Hotel d'Angleterre*; the first is the most frequented, the fare is good, and in summer dinners are served in the garden; the charges are high; the *Hotel d'Angleterre* is more calculated for families, but is rather out of the way.

Mayence, one of the strong places of Germany, near the junction of the Maine with the Rhine—population about 45,000. There is nothing of much interest in the town, which is a place deriving importance only from its position and its considerable trade in wine, timber and corn. The *Cathedral* is an unattractive building of red stone.

U. S. CONSULATE.—Aaron Seeley, *Consul*.

HOTELS.—*D'Angleterre*, *Hollande*, good but often inconveniently crowded. The traveller will do well to push on at once for Frankfort.

Frankfort - on - the - Maine, formerly one of the *free towns*, but

now swallowed up in the German empire, an important commercial town for large financial operations—the birth-place of Rothschild, the founder of the well-known family of that name. The population at one time nearly reached 100,000, but it has somewhat declined of late years.

U. S. CONSULATE.—Wm. P. Webster, *Consul*.

HOTELS.—These are excellent—first in rank is the *Hotel de Russie*, second to none on the Continent; the *Hotel d'Angleterre*, a large and well conducted establishment; the *Hotel de l'Union*, comfortable. Frankfort is a fine and opulent city, but after visiting the *Cathedral* and walking through the principal quarters the traveller will find but little to detain him; he can, if he pleases, visit

Hombourg, about an hour distant, which was formerly crowded in the season by swarms of Russians, Americans, English, &c., attracted there by the *gaming-tables* and the numerous amusements and attractions provided as bait by the farmers of these tables. What will be its fate, now that gaming is at an end, it is not difficult to foresee; yet the town is handsome, the scenery grand, and Hombourg ought to be, in itself, a very enjoyable place. The same remarks may apply to its sister sinner

Wiesbaden, a little more distant (about an hour and a half's ride from Frankfort), but equally well known. Wiesbaden, however, has trade and industry, and has become a large and prosperous town; both places will repay a visit, and a day will be well spent in visiting either.

Stuttgardt, on the *Neckar*—the capital of the kingdom of WURTEMBERG—population 80,000; a clean and comparatively modern city, in a beautiful situation. The Palace and Park deserve notice, and the neighboring town or village of CANSTADT, where there are good *hotels* and places of entertainment, affords an agreeable promenade; but there is little in Stutt-

gardt itself to detain the traveller. It is about 120 miles distant from Munich—several direct trains daily in 6 hours.

U. S. CONSULATE.—E. Klauprecht, *Consul*.

HOTELS.—None first-rate. *Marquardt's* is the oldest and best; it is in the centre of the town, near the railway station.

Munich (München), the capital of BAVARIA, on the river *Iser*, distant from Vienna 220 miles; population 170,000.

U. S. CONSULATE.—G. H. Horstman, *Consul*.

Frederick Volk, *Vice-Cousul*.

HOTELS.—The principal are the *Quatre Saisons*, the proprietor and attendants of which speak English. English and American newspapers are in the reading-room, and the *tables hôte* (two daily) are well served; and the *Baierischer Hof*, also very good.

No city in the world probably has so suddenly expanded from the small capital of a petty state into a splendid city of palaces and magnificence. Early in the present century Munich was a small, quaint German town, little frequented by travellers. It is now one of the gems of the continent of Europe, with a population steadily increasing.

The new city has not only the claim to architectural taste and display, but it is evident to the most casual observer that this claim is made good. King Louis devoted his life and fortune to the embellishment of his capital, and right well has he succeeded in making it a noble casket to contain the various and varied collections of art which it possesses. The great objects of interest in Munich are undoubtedly its galleries of painting and sculpture, unsurpassed by any in the world.

THE OLD PINACOTHEK contains a rare collection of the old masters, and is particularly rich in valuable specimens of Rubens and Murillo. The "Last Judgment" by Rubens—the canvas measuring 19 ft by 15 ft.—is

by many connoisseurs considered his master-piece and above all price; but it is to be feared that it is *caviare* to the multitude. "The Murillos" are charming specimens of truthful nature, full of expression. The *New Pinacothek* is for modern paintings, and is well worthy attention. The visitor should provide himself with a catalogue at the entrance.

THE GLYPOTHEK, or repository for sculpture, contains a well-selected and carefully arranged collection, more select than abundant.

There are many other private collections in Munich worthy of notice; but the above three should on no account be omitted.

The other objects of attraction are: The *Church of St. Michael*, the *Frauenkirche*, the *Ludwigskirche*, the *Max Joseph Platz*, the *Bavarian National Museum*, &c. The *Theatre* will contain 2500 people; it is one of the largest in Germany. The opera is good—carefully attended to in details; but the starring system is not very much in vogue in Munich, so that high-class excellence in principal parts must not be looked for. The performance begins early, and is generally over by ten.

The internal arrangements of the building are good, and will probably interest those who have been behind the scenes of a theatre. It is freely shown on payment of a small fee.

On arrival in Munich, the traveller should ask at the hotel for a *list of sights* and the hours of admission, which vary.

Donauworth, a small town on the Danube, of little importance; population 2500.

HOTELS.—*Krebs*, on the river near the landing-place; and *Post*.

Few travellers have occasion to stop here, as the steamer starts after arrival of first train from *Munich* and *Nuremberg*, in about 8 hours. Fares—4 *fl.* 24 *kr.*, and 2 *fl.* 57 *kr.* The stations are *Ingoldstadt*, *Weltenberg* and *Kelheim*. After *Kelheim* the scenery is less interesting.

Ratisbon (in German *Regensburg*), at the confluence of the Danube and Regen; population 28,000. A city of Bavaria.

HOTELS.—None spoken of very highly—*Goldenes Kreuz*, *Weisser Hahn*, near the landing-place, and *Nurnberger Hof*, nearest the station.

The *Cathedral* is one of the finest gothic buildings in Germany. The *Rathhaus* is interesting, as containing "dungeons and chambers of torture," in more perfect preservation than anywhere else.

The following description, from Murray's excellent *Hand-Book of Southern Germany*, will be read with interest:

"We came to a doorway so low that I was obliged to bend nearly double to enter it; then found myself with my back still bent in a vaulted dungeon 6 ft. or 8 ft. square, lined with wood, having a raised step at one end to serve as a pillow to the inmate of this miserable cell. Daylight was entirely denied to him, and the only air that could reach it from the dark passage without came through a small grating in the door. In the ceiling is a square hole lined with lead, communicating with a pipe which leads to a room above. By this means anything which the prisoner uttered might be overheard. In this dungeon, which is numbered 18, Count Schaffgotsch, accused of being engaged in Wallenstein's conspiracy, was confined before his execution, A. D. 1635. On the outside my guide stooped down at a trap-door of iron grating, strongly fastened with bolts and chains, and, lighting a piece of paper, pushed it through the bars. As it fell, I perceived by its light a dungeon more horrid than the first—a kind of well about 12 feet deep, with no other entrance than this trap-door, so that the prisoner must have been let down into it as into a living tomb. We passed hence through several strong iron doors to the Torture Chamber, a lofty apartment with ample space for the exercise of the apparatus of cruelty deposited in it. Just outside the entrance is a

bench on which the prisoner was allowed to sit to consider whether he would make confession. From this spot he could see through a small opening the different instruments of torture. To these were given facetious names. First, the horizontal rack, resembling a long bedstead or platform of boards, upon which the criminal was laid, his feet attached to one end and his arms fastened to a rope which passed round a windlass at the other, so as to stretch out his limbs to the utmost extent that agony would allow, without causing death. It exhibits a refinement of cruelty, being furnished with a roller armed with spikes, rounded off, over which the body of the sufferer was drawn backwards and forwards. This roller was called 'the larded hare.' The second species of torture, called the 'strappado,' was inflicted vertically, by raising the victim by a rope attached to his arms bound behind his back to the roof, and then letting him fall to within a few inches of the ground; two stones, the heaviest weighing about 125 lbs., being attached to the feet, so that the jerk inflicted by the sudden fall must have strained the joints out of their sockets." Another mode of applying it was by securing the feet of the person being examined to the floor, and then hoisting him up until the crack was heard of the arm-bones being pulled out of their sockets.

The instrument by which this was effected consists of an upright frame of wood, with a windlass, to which the rope is still fastened by one end, while the other dangles from a pulley in the roof, with a triangle of wood attached to it; it was named "Wicked Bess." To this triangle the arms of the victims were fastened. The third instrument was a very high arm-chair, having, instead of a cushion, a seat stuck full of small sharp spikes of wood, upon which the prisoner was made to sit with weights on his lap and others hanging from his feet. This had two names—"The Confessional" and "The Maiden's Lap." A ladder leaning against the wall has

some of the rounds replaced by angular pieces of wood turning on their axis. The prisoner was hauled by a rope over a pulley, passing into the next room to the top of the ladder, and then allowed to descend, the rapid friction up and down grazing every vertebra in his naked back as he passed over them. It was called "Slide." There is also a wooden horse named "The Spanish Ass," on the sharp edge of which the criminal was made to ride; and two or three other instruments equally horrible, the invention of which is a disgrace to human nature. One side of this chamber is partitioned off by a screen of wooden trellis-work; and behind it may still be seen the desk at which the judges sat, and, unseen themselves, took down the confessions extorted from the victims in their agonies. On the opposite side are the seats for the executioner and surgeon. This machinery surpasses in iniquity what survives of the far-famed dungeons of Venice, and is the only example in Europe of such an apparatus perfectly preserved, as indeed it deserves to be preserved, to illustrate the manner in which justice was administered in ages which are often held up to our admiration by those whose views of history are drawn from their imagination.

The torture chamber lies directly under the Hall of the Diet; and had not the floor been well lined, the cries of the sufferers must have reached the ears of the assembly.

The lining is now removed. A work entitled "Institutio Criminalis Theresina," dated 1769, a copy of which is shown at the Town House, contains not only a description of the tortures but representations of the modes of inflicting them.

The steamer does not go beyond *Ratisbon*—from here to *Passau* the rail must be taken. Time, 6½ hours. Express 14 *fl.* 12 *kr.*; 10 *fl.* 18 *kr.*

Passau, a small town at the confluence of the *Danube* with the *Inn*. Population 11,500. The situation of

Passau is charming. It is built on a sort of promontory where three rivers meet, the *Danube*, the *Inn* and the *Ilz*, with bridges over the three. The neighborhood is picturesque, and the town presents a handsome outside not justified by its interior. If time permits, the traveller will do well to ascend to the Castle of *Oberhaus* or the Hill of *Maria Hilf* opposite, from which he will obtain a fine view of the town, the three rivers, distinguished by the different colors of the waters, and the picturesque environs.

HOTELS.—The hotels are somewhat primitive but good. The best and most convenient for the steamer is the *Wilder Mann*, one of the old style of houses, with vaulted roofs and open staircase, but a clean and comfortable house. The *Grünen Engel* is in the town, and is also good.

The steamer leaves *Passau* for *Linz* at noon, and reaches the latter city about 4 or 5 P. M. The boats are small and the fares moderate. Tickets should be taken at the office on the quay, opposite the landing-place. The scenery of the *Danube* from *Passau* to *Linz* is grand, and the distance being short, the traveller has not time to tire of the feast his eyes enjoy.

Fares to *Linz* 4 *fl.*, 2 *fl.* 65 *kr.*

Linz, the capital of Upper Austria on the *Danube*, which is here crossed by a handsome suspension bridge, opened in 1872; population 28,000—strongly garrisoned and fortified.

HOTELS.—*Rothen Krebs*, on the *Danube*; *Kanone*, *Golden Adler*, in the town; *Archduke Charles*, at the landing-place of the steamer, very conveniently situated, but in the season noisy. There are no *tables d'hôte*—dinners must be ordered at a fixed price, or *à la carte*, and the bills should be looked to, and prices ascertained before giving orders.

Linz is historically and geographically interesting; but it contains no objects of sufficient interest to detain the traveller.

The steamer leaves *Linz* early in the morning; there is a good *table*

d'hôte and restaurant on board. The distance by river is about 125 miles ; fares to Vienna 6 *fl.* and 4 *fl.*, but it is probable that hours and fares will both be subject to alterations for the season of 1873—the time-tables of the company, to be seen at all the hotels, should therefore be consulted.

The first two hours are passed through a dull uninteresting country, after which the river flows through some fine passes and gorges, and in view of ruined castles and monasteries that give variety and interest to the scene. The principal stations are *Grein*, *Yps*, *Mölk* and *Stein*. The finest parts of the river are about the celebrated *Strudel* and *Wirbel*, at *Mölk* and at *Dürrenstein*.

At present the steamer stops at *Nussdorf* at the mouth of the *Danube-Canal* to Vienna, where passengers

are transferred with their luggage to smaller boats (steamers) which rapidly take them to their destination, the landing-place being near the Ferdinand's Bridge in the centre of the city.

The boat once moored, porters come on board and take the luggage to the carriage, the stand for which is opposite the landing place, and on arrival at the hotel the porter will pay the proper charge.

It is projected to make the Danube navigable as far as Vienna itself. The work has been for some time in progress, and it is probable or possible that in 1873 the steamers will land their passengers at the new Quay now forming near the exhibition building, without changing at *Nussdorf*.

VIENNA.

Vienna, the metropolis of the Austrian Empire, is situated at the foot of Mount Kahlenberg, on the southern bank of the Danube, at an elevation of 522 feet above the level of the sea, with a population of nearly 700,000. The city itself extends along an arm of the Danube called the "Vienna Canal," whilst its suburbs mostly occupy a higher position. The Vienna Canal, in conjunction with another arm of the Danube called "Kaiservasser" (imperial water), forms an islet on which the suburb Leopoldstadt is situated. The most beautiful view of Vienna is that obtainable from the top of St. Stephen's steeple; although, surveyed from the cupola of St. Charles, the town presents a greater number of picturesque groups of buildings.

From the summit of the "Wienerberg" a general view of the town may likewise be obtained, and, viewed from different points of the Kahlenberg as from the *Klause*, near *Nussdorf*, the "Himmel," the "Krapfenwäldchen" and the "Leopoldsbearg," three heights in the vicinity of *Grinzing*, the whole *ensemble* of the town may be seen to great advantage.

The circumference of the town, with its thirty-three suburbs surrounding it, amounts to 60,000 Austrian feet. The suburbs are enclosed within a wall 12 feet high and a ditch extending as far as the Spittelau and Erdberg, where the soil at once declines rapidly towards the river. Fifteen town-gates are established in this wall, called by the Viennese "*die Linie*." These gates are closed at night, but are readily opened to anybody wishing to pass either way. The two suburbs on the island of the Leopoldstadt, comprising the Taborgate, are girt and protected by the Danube.

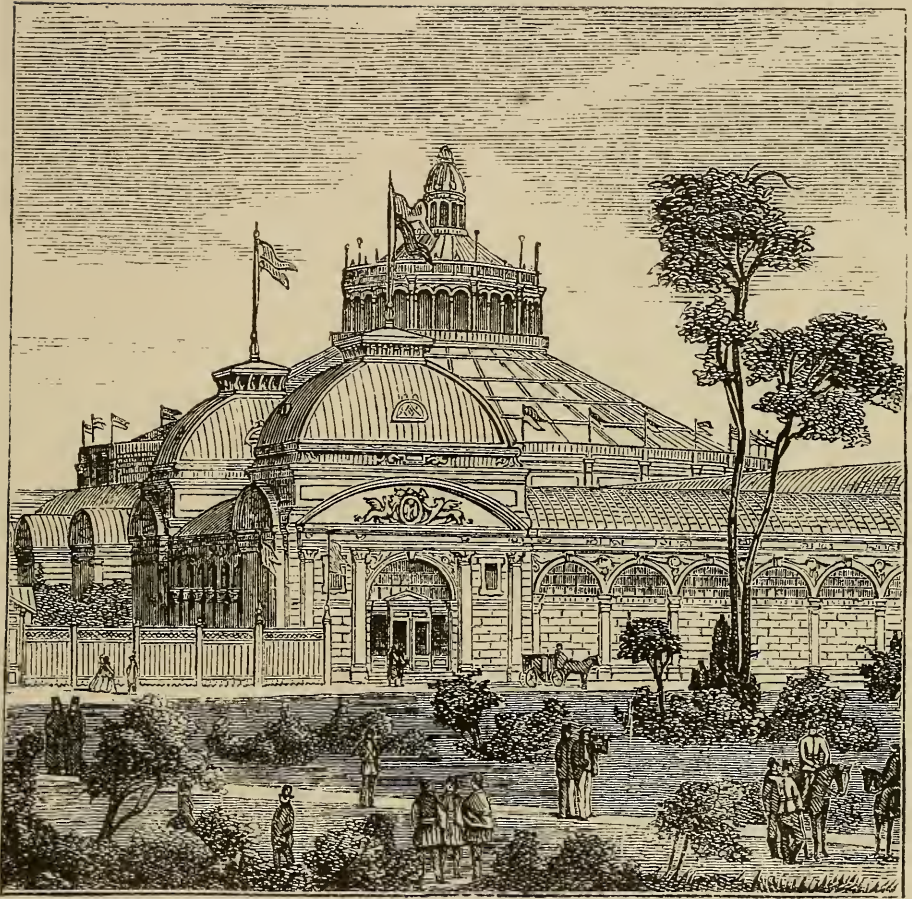
With its 35 suburbs, Vienna contains about 12,000 houses, 52 churches, 15 chapels, 26 monasteries and nunneries, and 2 synagogues, without taking into account its numerous warehouses and their dependencies.

The ancient or internal city occupies as nearly as possible the centre of the town, and covers an area of 20,000 Austrian ft. It was formerly separated from the suburbs by ramparts 50 feet high, furnished with 11 bastions and a deep ditch surrounding them. Between the latter and the suburbs lay the *Glacis*, a vast space of open ground overgrown with grass and planted with trees, which was in summer a very pleasant place of resort for walkers, nurses and frolicking children. These fortifications have been done away with since 1857, when a decree from Francis Joseph was issued, ordering that the wall should be demolished, the ditch filled up and levelled, and the *glacis* built upon. It is owing to this change that Vienna has so suddenly been embellished and now possesses a street, the Ringstrasse, which in regularity and magnificence is certainly surpassed by no other in Europe.

An hour's walk will easily take the stranger through the entire "Ringstrasse," for the old city contains only 1300 buildings, 140 streets, and 20 squares, one of which, "the Hof," is the largest, and measures 426 feet in length by 231 feet in breadth. The most remarkable squares, besides this, are, the "Hoher Markt" (High Market), the "Josephsplatz" (Joseph's Square), the "Burgplatz" (Palace Square), "Neuer Markt" (New Market), "Graben" (Ditch), "Stephansplatz" (Stephen's Square), "St. Michael's Square," the "Jews' Square," the "Freiung."

Of the 12 old gates belonging to the city, two only remain—the Burgthor (Palace Gate), and the Franz-Josephsthor (Francis Joseph's Gate), between the Post Office and the Custom-House.

Characteristic of the town are the many court passages which establish communication between the different streets, so that he who is acquainted with them can greatly abridge his perambulations.



ENTRANCE AND ROTUNDA OF THE EXHIBITION BUILDING.

HOTELS.

All the best hotels in Vienna are in the old city and nearly together; and, except at the Grand Hotel on the Ringstrasse, where there is, besides the restaurant, a good *table d'hôte*, there are no *tables d'hôte* at any. Each hotel, however, has a restaurant attached to it, open to the inmates and to the public, where the bill of fare is varied and the *cuisine* excellent—the fish, game and puddings being especially good. It is usual to pay for each meal at the time, as it avoids the overcharge and confusion which may occur if left to be paid with the bill. Breakfasts are served in the apartments, but most travellers avail themselves of the freedom and ease afforded by the numerous excellent cafés of the city for that early meal. The bed-rooms are generally fitted up so as to serve for sitting-rooms as well, and are furnished with every convenience for the double purpose. It is impossible to give a scale of charges for this year especially, but it may fairly be calculated that hotel expenses at Vienna during the Exhibition will be at the rate of about double the cost in London or Paris, and probably 50 per cent. more than at New York. It will be prudent to ascertain the price of rooms beforehand; but very little difference will be found between the tariffs of the different first-class hotels. Those of the second-class are not recommended.

The hall-porter at these hotels is generally a well-informed and intelligent man, speaking several languages, and a reliable authority on most matters of local interest. He takes charge of letters and parcels, keeps a stock of postage stamps, the Directory of Vienna, time-tables of railways and steamers, and is well up in hours of admission to the different Palaces, Museums and Galleries. He expects a fee from each traveller proportionate to the number in the party and the trouble given. For a single traveller probably a florin a week, or at most a florin and a half, will be sufficient.

The principal hotels in Vienna are:

THE GRAND.—Ringstrasse; a large new building, on the American plan, *table d'hôte*, reading-room, &c., and has a covered courtyard.

MUNICH.—Kärntnerstrasse, 28; of high reputation, and charges accordingly.

ERZHERZOG KARL.—Kärntnerstrasse, 31.

STADT FRANKFURT.—Seilergasse, 14; a small hotel, well conducted, with excellent *cuisine*, and an attentive landlord.

MEISL'S.—Kärntnerstrasse, 24; quiet and good.

OESTERREICHISCHER HOF.—Fleischmarkt, 9.

MATCHAKERHOF.—Seilergasse, 6; of the same description as the Stadt Frankfurt.

KAISERIN ELIZABETH.—Weihburggasse, 3; very respectable and well conducted.

WILDER MANN.—Kärntnerstrasse, 17; well spoken of.

STADT LONDON.—Fleischmarkt, 22; close to the Post Office, very good.

GOLDENES LAMM.—Leopoldstadt Praterstrasse, 7; the nearest to the Exhibition Building; convenient for steamers.

WANDL.—Petersplatz, 12; in the centre of the city.

HOTEL NATIONAL.—Leopoldstadt Taberstrasse, 8; a large suburban hotel, well spoken of, but distant from the chief places of resort and attraction.

It is said that, during the present year, no less than 16 large new hotels are to be opened; probably not more, however, than will be wanted, for otherwise the hotel accommodation at Vienna is but scanty—not by any means more than sufficient for its ordinary requirements, and therefore totally inadequate to meet the wants of the enormous influx of strangers who will this year be attracted by its Exhibition. Families will do well to write beforehand to secure apartments.

LODGINGS.

The Exhibition Commission has given notice that a CENTRAL BUREAU

has been established at Vienna, LIECHTENSTEINSTRASSE 9, where visitors to the exhibition will always find apartments at from 2, 4, 6, to 10 florins per diem.

Rents are high in Vienna; the rapid increase of the city had somewhat reduced the rate, but again there has been a rise, and it is impossible to give any rule or guide. The most expensive lodgings are those on and immediately adjoining the Ringstrasse. A single room, of fair size, furnished to serve as bed-room and sitting-room, may, perhaps, be had at from 75 to 150 *fl.* per month, and a family apartment of moderate size at from 200 to 400 *fl.* per month. The stranger on arriving, if he has not already secured his apartments, had better first call at the "Official Central Bureau" above mentioned, and also make inquiry of the proprietor of his hotel.

There are several *Hotels Garnis* affording comfortable accommodation, and more are being prepared. No city in the world is better calculated for life in lodgings than Vienna, as all necessary supplies are abundantly provided out of doors.

RESTAURANTS.

These are very numerous in Vienna, and of various degrees of excellence; the prices vary greatly, but they are generally high. A good average dinner in a first class restaurant cannot be had for less than 4 or 5 florins, exclusive of wine, which is not, however, taken as a matter of course—*beer*, light, cool and sparkling, being the general beverage. The Hungarian and Austrian wines are good and moderate; French wines are expensive.

The epicure will approve of the fish, the delicate sturgeon of the Danube, cooked in a variety of ways—the schill and the *fogasch*, all excellent; the game, which abounds, and the great variety of puddings and sweet dishes, in which the Viennese excel.

As before stated, each hotel has a restaurant attached to it, and these

are among the best in Vienna; besides these the following take first rank:

The FRENCH RESTAURANT—*Herrngasse* 8, in the *Lichtenstein* Palace; BREYING and MEBUS, 13 *Graben*, STREITBERGER, OBERE, *Bächgasse*, with a *table d'hôte* and frequented by ladies.

DOMAYERS, at Hitzing, $\frac{1}{2}$ an hour by train; large dining hall, and garden where music plays; good *cuisine*. (See the article Hitzing.)

Numerous other restaurants are being established in view of the expected influx of strangers for the great exhibition; and, like the hotels, they will undergo great increase of number and alterations of price and character this year. The visitor will not have any difficulty, except *embarras du choix*, in the article of food.

CAFES.

In nothing does Vienna show its rapid increase and improvement more than in its numerous and handsome cafés. Half a century back, except "Daum's," which then was prominent, Vienna scarcely possessed half a dozen cafés that would satisfy the most moderate requirements of travellers, the generality of such establishments being then mere *estaminets*, or of very inferior description. Now the Vienna cafés may vie with any in Paris. They do not in any case combine, as in Paris, a restaurant with a café; but they are used for their legitimate purposes only, coffee, tea, ices and refreshing drinks. Even the "*petits verres*," which form so considerable an item of consumption in Paris, here are ignored or are but little known. Except at mid-day, from 12 to 2—the dinner hour—they are crowded from early morn. Smoking is universal in them, one or two cafés alone having a room for ladies, where smoking is not allowed. A few of the principal cafés are:

DAUM'S, the oldest, on the Kohlmarkt, No. 8.

CAFE DE L'EUROPE, Stephansplatz, facing the cathedral, a room up

stairs for ladies. CZECH, Graben, for first-class commercial men ; excellent attendance, abundant supply of newspapers, English, American, French and German.

CORTE'S, Volksgarten.—An excellent band plays here regularly in the afternoon, when it is much crowded.

THE CAFES OF THE LEOPOLDSTADT are usually crowded with merchants and visitors of all nationalities.

THE CAFE IN THE STADT PARK, on the Park Ring, is the most frequented of all the Vienna establishments. It is known as the *Kursaal*, and is a fine building, with a concert-hall, dancing-saloon, &c. Numerous tables are placed in the walks, and in the afternoon it presents a gay and bustling scene. It is a fashionable promenade as well as a café. The ices are good ; but fair ladies may often be seen indulging in the more plebeian but equally grateful refreshment of *beer*. Except the delicate little rolls, for which Vienna is famous, no food is supplied.

BEER-HALLS.

These are numerous in Vienna—some of them of very great size. DREHER'S, near the Opera, is said to accommodate more than 1000 guests. They are a combination of the French *estaminet*, the *marchand de vin* and the cheap restaurant. The company is not select, the attendance indifferent, and the fare moderate as to charge, but dear at the price. They are, however, much frequented by the Viennese ; the beer that they supply is always excellent—the Viennese beer having quite taken the palm from that of Bavaria, which formerly stood first in universal estimation. Being always fresh, light and pleasant, the quality often betrays the traveller into forgetfulness of quantity, and glass follows glass in too rapid succession.

Dreher is the great brewer of Vienna ; his beer enjoys the highest reputation. He is said to produce nearly 1300 barrels per day during the season. His brewery is at Kleine Schwechat, and is readily shown to visitors. Om-

nibus in 40 minutes from the Johannes Gasse. *Dreher* has several establishments in Vienna, also in Paris, to which latter city the beer is conveyed by special trains and with the greatest care, so as to present it to the Parisian amateur in all its excellence.

WINES.

The wines of Austria are good, of full flavor and body.

Those of Hungary also, although but little known out of the country, are of excellent character and quality, with a wide latitude of price. Little wine, however, is drunk by the natives.

Romer, in the *Lingerstraus*s, has a varied and good selection.

The *Esterhazy Keller* (*Haar Hof*), open from 11 to 1 and 5 to 7, should be visited ; it is in the *Kagler Gasse*, and belongs to the *Esterhazy* family. It is literally a *cellar*, and one of small dimensions, without the slightest attempt at embellishment or even accommodation. Here the best wines of Hungary can be tasted in all their purity.

For a fee of 10 or 15 *kr.* the visitor can have a tumbler of any wine or vintage he may ask for. There are no waiters.

It is a simple, ordinary cellar vault, dimly lighted, and a few wooden benches and deal tables.

An old woman retails bread and sausage ; and an attendant, seated at a table, receives money, while the cellar men fill the glasses.

As an institution of Vienna it should be seen ; it is generally crowded. Ladies may visit the cellar without challenging observation.

PUBLIC CONVEYANCES.

TRAMWAYS.—These are a great convenience, the carriages are easy, the fares moderate ; but as there does not appear to be any police regulation as to numbers, they are often most uncomfortably crowded even to the outer platforms, passengers sitting or standing wherever they can obtain a footing. The carriages are dirty ;

but great promise is made of better things for 1873.

Tramway (*Pferde Bahn*) from the *Praterstrasse* by the *Ringstrasse*, round the town; fare 10 *kr.*

To *Dornbach Heruals*, by way of *Franz-Joseph Quay* or the *Ringstrasse*, fare 20 *kr.*

To *Schönbrunn* and *Hitzing*, by the *Maria Hilf* line, fare 20 *kr.*

The departures are frequent—the point of departure being from the *Prater Strasse* in the *Leopoldstadt*, near the entrance to the *Prater*.

Omnibuses of an inferior description (*stellwagen*), are very numerous to all the environs of Vienna. There are, it is said, upwards of 1500 in Vienna, at very moderate fares, from the undermentioned places. They are not allowed to loiter in the streets, are not clean, and are not to be recommended. The fare within the lines is 10 *kr.* :

For *Döbling*, at the *Hof*, *Fischmarkt*.

“ *Dornbach*, at the *Hof*, *Judenplatz*.

“ *Gersthof* and *Pötzleinsdorf*, at the *Freiung*.

“ *Grinzing*, at the *Hof*.

“ *Haimbach*, at the *Neumarkt*.

“ *Hetzendorf*, at the *Lobkowitzplatz*.

“ *Hitzing*, at the *Neumarkt*, *Stephansplatz*, *Peter*.

“ *Hütteldorf*, at the *Nof* or *Neumarkt*.

“ *Kalksburg*, at the *Neumarkt*.

“ *Kierling*, at the *Freiung*.

“ *Klosterneuburg*, at the *Minoritenplatz*.

“ *Lainz*, at the *Stephansplatz*.

“ *Mauer*, at the *Lobkowitzplatz*.

“ *Neustift*, at the *Freiung*.

“ *Neuwaldegg*, at the *Hof*.

“ *Nussdorf*, at the *Hof*.

“ *Penzing*, at the *Neumarkt* and *Peter*.

“ *Rodaun*, at the *Neumarkt*.

“ *Schwechat*, in the *Johannesgasse*.

“ *Sievering*, at the *Hof*.

“ *Simmering*, at the *Stephansplatz* and *Wollzeile*.

For *St. Veit*, at the *Neumarkt*.

“ *Weidling*, at the *Schulhof*.

A better class of omnibus has been started from the *Stephansplatz* to the *Süd-bahn* and *Nord-bahn* terminus and to the *EXHIBITION BUILDING*. They have better horses and are faster than the ordinary *stellwagen*; fare 15 *kr.*

FIACRES (two horses), with a regular tariff, a card of which should be displayed in each carriage, specifying the fares from the different stations of steamers and railways, theatres, &c. This ought strictly to be adhered to; but the conscience of the driver is sometimes very elastic, and it is well, where it can be done, to let the porter settle with him; and in all cases where he is taken for a drive to the *Prater*, or out of the lines, to make a bargain beforehand. The fare within the lines is 1 *fl.* the first hour, and 50 *kr.* every succeeding *half hour*.

Fiacres with one horse are called “*Einspanner*,” 40 *kr.* the first 15 minutes, 20 *kr.* every succeeding 15 minutes.

STADTWAGEN, a very superior class of carriage, like the “*Remise*” of Paris, or “*Brougham*” of London. These are neat and often very elegant turnouts, difficult to distinguish from a private carriage. They are admitted into court-yards of private houses, whereas *fiacres* are not, and are freely used by ladies and the nobility. The usual hire by the day is from 8 to 10 *fl.*, but they can be engaged for shorter periods.

Vienna is thus abundantly supplied with means of locomotion to suit all tastes and all pockets.

COMMISSIONAIRES AND PORTERS.

These are stationed all over the town; they are under police regulation, and are trustworthy. They are numbered, and each commissionaire, on being engaged, gives a ticket with a number corresponding with the one on his badge. Wages, 1 *fl.* 50 *kr.* per day, 1 *fl.* for half a day. A commission in the town 20 *kr.*, in the suburbs 30 *kr.* Some of these men

are above the ordinary class in intelligence.

On arriving at Vienna, the stranger, should he want to *walk* to his hotel, may give his luggage to the charge of one of these commissionaires, and it will safely follow him. They are also useful as guides.

Any inquiry or complaint respecting these men should be addressed to the Direction, 14 Singerstrasse. There are also commissionaires at the various hotels always in attendance, who make a somewhat higher charge; but being always on the spot are found very convenient.

POLICE.

The POLICE wear a semi-military uniform, with swords; a sort of compromise between the brisk *sergeants de ville* of Paris and the stolid policemen of London.

SHOPS.

The shops in Vienna may vie in richness and elegance with those of Paris or London. The best are to some extent restricted to the old city, the Kärntnerstrasse, the Graben, Stephansplatz; but good shops are also to be found in other quarters.

The *Article de Vienne*, leather articles, table bijouterie, art productions, &c., will be seen in every variety and in great perfection in the splendid shops of KLEIN, Graben 20, whose wares are universally known; and it is said that when he opened a branch establishment at Paris, the late Emperor Napoleon personally visited it, and thanked Mr. Klein for the favor he had conferred on the Parisians.

Meerscham pipes and *amber* are specialties of Vienna. KEISS, Graben 16, is one of the most prominent dealers. Some of the carvings are beautiful; the quality of the material itself is, however, the all-important consideration, as the prices of to all appearances the same bowls may vary from 1*fl.* to 20*fl.* Amateurs may safely trust to the judgment of Mr. Keiss in such matters.

Bohemian glass is another article of trade in Vienna. A very beautiful

selection can be seen at LOBMEYR'S store.

Gloves, silks and *shawls* are good. The glove trade especially is brisk; they are not cheap, but they are *good*.

Carriages are cheap; but since the introduction of railways they do not so much interest travellers.

In all dealings at Vienna it is better to *ask prices* before deciding; and, where the transactions are considerable, to have a written *contract*. It saves much trouble and many misunderstandings.

THEATRES.

The theatres are not so numerous relatively to population as those of London or Paris. First in rank, situation and splendor, must be noticed

"THE NEW OPERA HOUSE," in the Opera Ring, within a few hundred yards of the Grand Hotel, completed in 1869, a magnificent building, and one of the largest theatres in the world, containing seats for 3000 persons, perfect in all respects as to acoustics, ventilation and all internal arrangements for the comfort of the audience, excepting always the upper boxes, which are inconveniently low and crowded. The pit-stalls are luxuriously comfortable; the lobby and staircases are particularly admired, and are palatial in proportions and decorations. Between the acts servants in the imperial livery hand ices and refreshments to the spectators.

The HOFBURG—immediately adjoining the imperial palace, of which it forms a part—is devoted to legitimate drama, tragedy and comedy; it is closed during a part of the season, July and August.

DER WIEN.—A large and popular national theatre in the suburb *Wieden*, not restricted to any class of performance, but giving indiscriminately, opera, comedy, melodrama or farce.

KARL THEATRE, Leopoldstadt—the theatre of the Viennese population—a large building commanding always crowded audiences; the performances comprise vaudeville, burlesque, farce, &c.

THALIA.—A summer theatre.

FURST'S—For the lower class—the performances are entirely Viennese as to dialect allusions.

The performances commence usually at 7, to terminate about 11; seldom later, often earlier, to enable the spectators to adjourn to supper. The prices of admission are various, much after the Parisian style, so that the traveller will do well to consult one of the numerous daily papers, which furnish all necessary information on the subject.

DANCING-HALLS

(Tanzsäle).

These in Vienna replace the *café chantants* of Paris and the music halls of London, and are peculiar to the city—indeed one of its features; some of them are large, elegant and well conducted; always with excellent music, and generally with a restaurant attached. They are with few exceptions frequented by the middle class families, and good humor and good order are the characteristics of the frequenters.

Schwenders Colosseum—in Rudolfsheim (there is a special line of omnibuses attached to the establishment which start from Stephansplatz)—is perhaps the most elaborate and the best specimen of this class of entertainment.

Sperl—in the Leopoldstadt—is a much frequented establishment, and

The *Sophirnbad Hall* (Landstrasse), the *Elyseum* (Johannesgasse), are also in great repute; but during the summer months they offer no attractions to the stranger.

PUBLIC GARDENS AND PROMENADES.

The *Prater* is the park of Vienna, at the extremity of the Leopoldstadt, with numerous avenues that intersect it in every direction. It is the resort of all classes, from the imperial monarch and proud noble to the lowest inhabitant; the one resorts to it to display his splendid equipage,

to see his fellows and to be seen by them; the other to enjoy fresh air and freedom from restraint. There are elegant *cafés* for the former, and beer-houses and sausage-stalls for the latter; lower theatres and amusements of every kind for the people.

On Sundays and *fête* days it is a sight to be seen.

The Park is well kept, and this year it will be the centre of all attraction, as the Exhibition Building is within its limits.

The *Imperial Garden* (Burggarten), east of the Imperial Palace, possesses two large hot-houses, 406 feet in length by 46 in height, and a winter garden, the roof of which rests on Corinthian columns. Here is to be seen the equestrian statue of Francis I. This garden, which abounds in a great variety of camellias, roses, and other beautiful and rare flowers, is not open to the public; strangers obtain admission in the morning.

The *Town Park* (Stadtspark), is the most recent and most fashionable walk in Vienna. It is situated on the banks of the "Wien," between the Kolo-wating and the Stubenring, and occupies an area of 40,000 square fathoms. At the time of the demolition of the ramparts (1857), it was ordered by express command of the Emperor that a part of the adjacent *glacis* should be transformed into a park. Agreeably to the imperial order, the new park was laid out in 1862. That portion of the park situated on the right bank of the "Wien," is a place of resort for children; hence its name *Kinderpark*. On the left bank of the Wien is a pavilion made of cast iron exhibited at the London International Exhibition. The corporation bought it for 3000 florins, and adorned the park with it. Another ornament worth seeing is a statue representing the Danubian Maid, by GASSER. When in winter the pond is frozen over, it becomes the place of resort of fashionable skaters.

The *Kursaal* in the park is a handsome building, and is much frequented as a *café* morning and evening; in

summer the tables are placed in the garden.

The *Augarten*, to the north of the town, was opened by Joseph II., in 1757. On the gate the following inscription is read: "Allen Menschen gewidmeter Belustigungsort von ihrem Schätzer" (Place of recreation dedicated to all men by their friend). This garden, though little resorted to, commands a nice view and has beautiful shady walks. In one part of it are stored up the collections brought over by the frigate "Novara" on her return from her long voyage round the world. (1857-1859.)

The *Garden of the People* (Volksgarten), facing the Imperial Garden, dates from 1824. In the centre of the garden is a temple, called the Temple of Theseus, an imitation of that at Athens, which contains a beautiful group in white marble, representing Theseus snubbing the Minotaur, by Canova.

The *Café* here is also most popular; excellent music being given twice a week or oftener, by Strauss or other eminent masters.

CHURCHES.

ST. STEPHEN'S.—Distinguished from afar by its lofty and elegant spire, the Cathedral Church of St. Stephen's is the most conspicuous and interesting building in the Austrian capital. As nothing new can be said in describing it, the following particulars are borrowed from Murray's excellent Hand-Book of Southern Germany.

"All that is lofty, imposing, and sublime in the Gothic style of architecture is united in this Cathedral. Its length is 345 English feet, its greatest breadth 230 feet. The building was begun 1359, and completed 1480; but the two small towers flanking the west doorway and the part of the edifice contiguous to them, are the remains of a previous church built 1147. They exhibit the character of the Byzantine style of architecture. The roof is covered with colored tiles, forming a colossal mosaic of the Aus-

trian eagle. On the outside of the building there is much rich tracery, and some curious carvings and monuments. Many restorations and repairs of the exterior have been made. The doorways, especially the giant portal, are beautiful specimens of Gothic ornament. From the pulpit of stone, on the outside of the church erected against a buttress on the north-east angle of the north chancel aisle, St. John Capistran preached a crusade against the Turks in 1451. The general character of the interior is gloomy; but the height of the nave, the size of the pillars, the abundance of rich sculpture, the glowing tints and ancient painted glass, the beautiful forms of the two rose or wheel windows, all contribute to the imposing effect of this splendid Cathedral.

"The pulpit is deserving of minute observation, on account of its elegant and elaborate carved work in stone, as are also the stalls of the choir. At the east extremity of the south aisle is the marble monument of the Emperor Frederick III., ornamented with 240 figures and 4 coats of arms (1467, 1513). On a scroll twisted around the sceptre in the hand of the effigy are the initials of Frederick's device or motto, A. E. I. O. U., *Alles Erdreich Ist Oesterreich Unterthan*; or, in Latin, *Austria Est Imperare Orbi Universo*. The figures in relief around the sarcophagus represented the eight religious establishments which he founded. Near the west end, on the right of the grand doorway, is a side chapel called *Kreuz Kapelle*, in which Prince Eugene of Savoy is buried. The south tower, begun and carried to two-thirds of its present height in 1359, was completed in 1423 by Anton Pilgram. It is a master-piece of gothic architecture, diminishing gradually from its base to its summit in regularly retreating arches and buttresses; it is 444 English feet high. It is well worth while to ascend it on account of the view. It is entered from a small house, No. 873 Stephansplatz, built against the south wall of the church, on the out-

side, where tickets are given out. High up in the north-west angle is shown the stone bench from which the Count Stahrenberg, the brave Governor of Vienna, during the last siege by the Turks, used to reconnoitre their camp, as an inscription placed over the spot bears witness. The largest bell is made of the 180 pieces of cannon taken from the Turks after their repulse from the walls; it weighs 380 cwt. The view extends not only over the city and suburbs, but across the Danube to the Marchfeld, and over Napoleon's famous battle-fields of Lobau, Wagram, Aspern and Essling. Half way up the tower is the station of the *Fire-watch* for the city, a well-regulated establishment. A moderate-sized apartment, which also includes the works of the clock, is formed within the tower, and furnished with windows overlooking the city. Each window-sill has a provision for fastening a telescope, whose movements are marked by the stand on which it is placed, upon graduated circles placed horizontally and vertically. Registers have been constructed for each window, so that the telescope having been pointed to any object and the corresponding horizontal and vertical numbers upon the graduated scale read off, the name of the object, whether building or street, is ascertained by reference to them. Thus a spot where a fire may break out is ascertained; by the aid of the electric telegraph intelligence is at once conveyed direct to the fire officers; and in a very short time assistance is on its way to the site of the conflagration.

"The clock in this tower strikes the hour only; the quarters are struck by the watchmen who are posted, day and night, aloft to give warning of fires by ringing a bell and displaying a flag, and at night by holding out a light in the direction where the fire has broken out. The magnificent spire was in great measure rebuilt after the earthquake of 1519, which much injured Vienna. An iron bar was then run up the centre as an axis

for the support of the spire; but this, having a tendency to vibrate, instead of preserving the tower, reduced the wall nearly to a state of ruin. About 182 feet from the top were taken out and removed in 1839, and rebuilt in 1842 at a cost of 130,000 gulden.

"The upper part consists entirely of new work. It is remarkable, as showing the calculation and forethought of the original architect, that the buttress opposite to the side from which the prevailing wind blows is thicker than any of the others, to resist its effects. The north tower, begun in 1450, was to have been the same height as the south tower, but was left unfinished at its present height, 212 feet.

"There was formerly a narrow church-yard round St. Stephen's, which will account for the numerous monuments; some of them possessing considerable interest, that are outside of the edifice, to the height of several yards. This church-yard was paved by order of Joseph II.; the crypt served as a burial-place of the imperial family from the 14th to the 17th century; and even now the curious practice prevails of interring their bowels at St. Stephen's, and their hearts in the Church of the Augustines, although their bodies are deposited in the vault of the Church of the Capuchins."

THE CAPUCHINS CHURCH, in the Neumarkt, is a very plain building, only to be noticed as containing the Imperial Vault. It contains amongst upwards of seventy others, the sarcophagi in bronze of Maria Theresa and her consort, and of the Duke of Reichstadt, the only son of the first Napoleon, who died at the neighboring palace of Schonbrunn, at the early age of eighteen; as also that of the unfortunate Emperor Maximilian of Mexico.

THE COURT CHAPEL is chiefly to be noticed on account of its church music, said to be the finest in Vienna; and in the winter the forenoon service is attended by the imperial family.

ST. AUGUSTIN'S, Augustiner-Str., built by Frederick the Handsome in

1330, pursuant to a vow made during his captivity. It is chiefly remarkable as containing a master-piece of sculpture by Sconaver, one of his most celebrated works being the tomb of the Archduchess Christine, of exquisite design and masterly execution. It consists of a pyramidal surface of gray marble, nearly 30 feet high, against the wall facing the entrance. Two groups in white marble are approaching the entrance of an open tomb: Virtue bearing an urn, escorted by two children with torches; Charity follows, assisting an old man up the steps. The execution of the aged man is beautiful but true to nature. On the opposite side is a couchant lion, with a melancholy genius reclining by his side. The whole work is most impressive, and will bear close attention and frequent visits. The sacred music at this church on Sundays and fête days is very fine.

THE CHURCH OF ST. CHARLES BORROMEO (Carl's Kirche), at the Wieden, founded by the Emperor Charles VI. in 1716, completed in 1737. Its front, surmounted with an imposing cupola, has at each side a tower 141 feet high. These towers contain the bells, and the winding bas-reliefs on them represent different episodes out of the life of the saint.

ST. SALVATOR'S (Votive Church), situated between the New-Wien and the Alservorstadt. This church was founded in commemoration of the narrow escape of the Emperor Francis Joseph, who, while walking one day on the ramparts adjoining his palace, was rescued from the hands of a would-be assassin. The sum necessary for its construction was raised by subscription, and realized 1,300,000 *fl.* The construction was begun in 1856, and well deserves attention. Its two beautiful and elegant spires have just been finished.

MARIA STEIGEN, Passau street, a Gothic edifice of the fourteenth century, restored 1820, is considered, after St. Stephen's, the finest Gothic church in Vienna.

The new SYNAGOGUE is in the Leo-

poldstadt; it is rich in internal decoration, and should be visited.

THE MINORITE CHURCH FOR ITALIAN SERVICE contains a good mosaic copy of the "Last Supper" of Leonardo da Vinci, which will have interest for those who have not seen the original and who do not purpose to visit Milan.

There are numerous other churches in Vienna, but none deserving particular attention.

THE BURG GROUP.

THE BURG, IMPERIAL HOFBURG, OR PALACE and residence of the Emperor, is a considerable pile of buildings neither imposing in elevation nor distinguished in architecture; it dates from various periods and belong to all ages and to all styles. Externally, it offers nothing to arrest the eye or demand the attention of the visitor. It contains three courts or quadrangles, known by the names of *Franzensplatz*, *Schweizerhof*, and *Amalienhof*.

The *Imperial Apartments* may be visited when the Emperor is absent from Vienna, but they are not very much distinguished by splendor or costliness. The *Rittersaal* or State Room is of handsome proportions. Some very beautiful *pietre dura* mosaics of great value deserve especial attention; but in other respects the apartments are very like all other apartments in royal palaces.

In the same pile of buildings is the *Imperial Library*, containing upwards of 300,000 volumes and 16,000 manuscripts; the Oriental manuscripts relating to Eastern history in Europe being unequalled. The library contains besides many rare books of unique character over which the amateur or scholar will feast his eyes and rejoice his heart. The reading-room for reference and consulting the books is open daily. The collection of engravings and wood-cuts, also connected with the library, comprises nearly 300,000 specimens of artists of all times, from the earliest periods in the history of the art.

The *Cabinet of Natural History*,

adjoining the Imperial Library, contains a collection of a peculiarly interesting character, and greater in extent than that of the British Museum in London. It will be useful to keep in mind that the places of origin of the different specimens are indicated by the *colors* of the lines around the labels or tickets, viz. : America, *green*; Asia, *yellow*; Africa, *blue*; Australia and South Sea Islands, *red*; Austria, *black*; the rest of Europe *no distinctive mark*.

The valuable *Brazilian Museum*, formed by the late Emperor, is incorporated with the Imperial Museum. Some of the specimens are rare and curious. The collection of specimens of the salmon and sturgeon tribe is said to be very complete. There is also a collection of *comparative anatomy*, and another of *insects*. This museum is open once a week to the public, but *daily* for strangers willing to pay a small fee.

Cabinet of Minerals, entrance from Augustiner-gang.—A very fine and comprehensive collection, well arranged, and second to none in Europe; and it is doubtful if equalled by any. The specimens are very fine, and some are unique.

In the last saloon meteoric stones will excite surprise from their size; one found in Bohemia weighing 100 lbs., and another of 71 lbs. is said to have been hot when taken up immediately after its fall.

The Treasury—A very rich and remarkable collection of regalia, precious stones, jewelry, vestments, &c.

The Cabinet of Coins and Antiquities, adjoining the Mineral Cabinet, contains antique bronzes, terracottas, mosaics, ancient and modern gems, cameos, intaglios, vessels, figures in precious stones, &c., &c.

It is impossible to enumerate or even to make selections from the vast treasures of art and nature contained in these collections; but the visitor will not fail to view with gratification the salt-cellar of Benvenuto Cellini, which has been the subject of some controversy, but is the undoubted work of the celebrated artist, and which is

known by report and tradition all over the world.

This completes what may be termed the *Burg Group*, than which a richer, more attractive and interesting can nowhere be met with.

GALLERIES.

The BELVEDERE. — An imperial chateau not now used as a residence, consisting of two distinct buildings, Upper and Lower Belvedere, with a garden between them, laid out in the formal old French style.

It was erected by Prince Eugene of Savoy, who made it his residence, 1724; it is now of interest to the stranger as containing two of the finest collections in Vienna.

The *Picture Gallery* in the "Upper Belvedere" is well arranged in schools, and is fairly entitled to rank with those of Dresden and Munich, amongst the finest galleries in the world.

The paintings are arranged as follows:—

1st Floor—the Dutch and Italian Schools.

2d Floor—Old German, Old Flemish and Modern Works.

Ground Floor—Italian, Flemish, Dutch and Modern paintings and sculpture. From the terrace in front of the buildings there is a fine view.

The *Ambras Collection*, in the "Lower Belvedere," is a very famous and valuable collection of ancient armor, antiquities, paintings, jewelry, articles of *vertu* and curiosities. It derives its name from the Chateau of Ambras of the Archduke Ferdinand in the Tyrol (Anno 1696), where it was first formed, and where it remained until 1796. In 1806 it was re-arranged here, where it forms a prominent feature of attraction for visitors. The armor has prominent place, being said to be, if not the most complete, at least the most interesting collection in Europe, and therefore it may be said in the world. It occupies three rooms—the first contains equestrian armor, most of the articles having historical associations of interest attached to them; in the second room

the armor of German princes, warriors and others, and in the third, Tyrolese, Italian, Spanish and miscellaneous.

The fourth room contains portraits and busts of the House of Hapsburg of indifferent execution, but curious as illustrative of the history of the family. The genealogical tree of Rudolph of Hapsburg, kept here, is in the same way curious and interesting. There is also a large collection of miscellaneous portraits.

The fifth room contains works of art, curiosities and specimens of natural history, all of which are in themselves most attractive and interesting.

The sixth room is devoted to a gorgeous and rich display of costly articles : jewels, trinkets, rock crystal, precious stones, goblets, carvings, silver-plate, of rare workmanship and great intrinsic value.

THE IMPERIAL ACADEMY OF FINE ARTS, open on Saturdays by tickets, established as a school for all departments of art, contains a collection of upwards of 800 good pictures, including several Murillos, a Titian, &c.

ALBERTINA.—Palace of the Archduke Albert on the Bastei, one of the finest collections of drawings and engravings in Europe, numbering upwards of 200,000, besides a valuable collection of maps and plans of battles, sieges, &c., and a library of 40,000 volumes, containing some splendid specimens of typography and binding.

THE SCHONFELD MUSEUM of Baron Dietrich-Bäckerstrasse, 673, contains rare specimens of carved work.

LICHTENSTEIN GALLERY, in the Summer Palace, Alsergrund, open to the public daily.

The *Garden* and *Park* are always open.

It contains nearly 1500 paintings by old masters, and in the number many *chef d'œuvres* by Titian, Raphael, Correggio, Rubens, Guido, Reni, Rembrandt, Carlo Dolci, Domenichino, Giorgione, &c. The collection of engravings is also comprehensive and select.

COUNT HARRACH'S GALLERY—Freiung 3, second floor—a small, well-arranged collection, comprising about 400 paintings by the old masters.

COUNT CZERNIN'S COLLECTION, Josephstadt, in the Praterplatz, about 300 paintings.

THE PICTURE GALLERY OF COUNT SCHONBORN, Reungasse, may be seen. It is small but select. It contains a fine Rembrandt, on a painful subject, *The Blinding of Samson*.

PUBLIC AND PRIVATE LIBRARIES.

The following list is taken from a little local guide published by Messrs. Gerold & Sons, the well-known English and foreign booksellers, Stephansplatz, where travellers will find a large assortment of books on all subjects, in all languages ; maps, plans, &c., &c. Both French and English are spoken in their establishment.

The Imperial Royal Court Library (entrance from the Josephsplatz), was founded by *Maximilian I.* and thrown open to scientific men by *Maximilian II. Charles VI.*, the great monarch, caused the building in which it actually is to be built and adapted it to the purposes of a public institution. Its first librarian was *Conrad Celtes*. He was succeeded in this appointment by *John Cuspinian, Wolfgang Lazius,* and *Hugo Blotius*, which latter was the first who had the title of *Imperial librarian* conferred upon him. He was in his turn succeeded by *Sebastian Tengnagel, Peter Lambecius, Gentilotti. Garelli,* the two *Swieten, Denis, John Muller,* &c. The most remarkable acquisitions which the court library can boast of are : the volumes collected by *C. Celtes, John Faber,* Bishop of Vienna, *John Sambuk, Sebastian Tengnagel, Count Albert Fugger ; Tycho Brahe, Marquis Cabrega, Kepler,* and *Pater Gassendi* ; but it may principally boast of the collections received from Ambras, of those from the Archbishop of Valencia, the latter being lavish in master-pieces of the ancient Spanish literature, and the collection obtained from Prince *Eugene*.

To these must be added about 15,000 volumes of the most important works on science, best editions, 290 volumes in folio, and 215 maps containing the most precious collection of engravings. The number of printed works therein contained is computed at 300,000 vols.; its manuscripts would fill 20,000 vols., and its incunables (works that appeared during the infancy of printing, say before 1500), 10,000. This library possesses 985 Greek manuscripts, 2790 Roman manuscripts on parchment, amongst others the fifth *Decade* from Titus Livius, brought over from Scotland by *St. Swithbert*; 11,157 manuscripts on paper; 85 Hebrew manuscripts; 1000 Oriental manuscripts (the richest collection of the kind extant, from Baron *Hammer*); 60 Chinese and Indian manuscripts. Its collection of prints, the gift of Prince *Eugene of Savoy*, is computed at above 300,000. It has also a collection of music and one of autographs.

The Private Library of the Emperor (at the Imperial Palace). This is one of the best collections of books extant; it consists of about 60,000 volumes and 1800 incunables. It is extremely rich in historical and scientific works on literature and the fine arts. Amongst other manuscripts may be seen a unique copy of the ethi-mystical Persian Poem "Rebabname," or the book of Citherius; and amongst other rare books must be mentioned 35 Chinese works, one of which in 14 volumes, represents the customs, mode of life, costumes, and different trades of the Chinese.

The University Library, Postgasse 9, was founded by *Maria Theresa*, and contains above 100,000 volumes.

The Library of Archduke Albert, at his own residence (Augustinerbastei 5), about 30,000 vols. This collection is rich in works on history, tactics, natural history and fine arts. To these must be added a nice collection of valuable prints and geographical maps.

MILITARY ARCHIVES, Hof 17, accessible to all military men and func-

tionaries, as well as to any person being provided with a permission from the Staff. It contains 40,000 volumes, and a great variety of geographical maps, plans, manuscripts, &c.

HOME MINISTRY—Grünangergasse 5, Theresianum, Wieden, Favoritenstrasse 15—contains 30,000 volumes classed according to the various sciences of which they treat: 128 manuscripts, 293 incunables, and a still greater number printed in the first half of the sixteenth century. The works on history and natural history are the most numerous.

IMPERIAL ROYAL ACADEMY FOR THE ORIENTAL LANGUAGES—Jakobergasse 3—contains about 1000 vols. of Oriental works, of which 150 are from Scutari, and in all 2000 volumes in different languages. The collection of manuscripts is very considerable; it contains 500 original manuscripts and above 15,000 documents, letters, &c., on various topics in the Turkish, Arabic, Persian and modern Greek languages, among which are some very rare diplomas, autographs of Sultans and other curious specimens of Oriental handwriting.

POLYTECHNIC — Technikerstrasse 13—founded in 1818, about 40,000 volumes, mostly on technical science.

THE ACADEMY OF THE FINE ARTS—Auragasse 3—contains a nice collection of works on the fine arts, many beautiful drawings and engravings.

The Observatory, Sternwartzgasse 1.

The Zoological Cabinet, at the Imperial Palace, Josephsplatz.

The Botanical Museum, in the Botanical Garden, Rennweg.

The Museum for Mineralogy, very complete, Josephsplatz.

The Imperial Royal Museum of Antiquities, at the Imperial Palace, Josephsplatz.

The Academy of Sciences, Universitätsplatz 2.

The Imperial Royal Geological Institution, Landstrasse, Rasumoffskygasse 3.

The Seminary of Löwenburg, Josephstadt, Piaristengarten, contains above 10,000 volumes.

The *Veterinary Institution*, Landstrasse, linke Bahngasse 7, above 5000 volumes on veterinary science, nearly all that has been published on the subject.

The *Society of All Trades of Lower Austria*, Tuchlauben 11, above 6000 volumes and 300 maps, &c.

The *Association of the Friends of Music*, Tuchlauben 16, above 20,000 works on music.

The *Archbishop of Vienna*, Stephansplatz 7.

The *Prince Esterhazy - Galantha*, Schwarzspanierstrasse 3, consists of 40,000 volumes, chiefly on natural science, ethnology and classical literature.

PRINCE OF LICHTENSTEIN—Herrengasse 8—consists of above 50,000 choice volumes.

PRINCE METTERNICH — Rennweg 25—consists of 24,000 volumes, and is rich in Biblical works.

PRINCE SCHWARZENBERG—Neuer Markt 8—consists of about 40,000 volumes.

COUNT SCHONBORN. — Buckheim, Rengasse 6.

COUNT HARRACH.—Freiung 3.

The principal collection of books belonging to convents are, that of the *Scotch Benedictines*, 20,000 volumes (Freiung 6); that of the *Servites*, 22,000 volumes (Serrvitengasse 7); that of the *Piarists*, 17,000 volumes (Piaristengasse 43); that of the *Dominicans*, 10,000 volumes (Postgasse 2); that of the *Augustines*, 15,000 volumes, chiefly on theology.

Other Objects of Interest.

IMPERIAL CABINET OF NATURAL HISTORY.

1st. MUSEUM OF GEOLOGY (Josephsplatz), comprising nearly 71,000 species and upwards of 500,000 specimens.

This collection, which is very complete, occupies 24 rooms; it has attached to it a valuable library.

2d. THE MUSEUM OF BOTANY, University Botanic Garden, contains upwards of 80,000 specimens and a library.

3d. THE MUSEUM OF MINERALOGY (Imperial Palace) founded by the Emperor Francis the First, comprises 8 sections: Mineralogy and Oryctognosy, Crystal Specimens (wooden models), Terminological Collection, Technical Collection, General Geology and Paleontology, Special Geology and Paleontology, Petrifications, Meteorolites and Aerolites.

STOCK IM EISEN, at the entrance of the Graben—a post against the wall of house No. 1079 is so covered with nails that there is not room to insert another; this is the Stock im Eisen, and is preserved here as a relic of olden time. The tradition connected with it is, that it is the trunk of the last remaining tree of the Wienewald, a vast forest which formerly extended to this spot, now the heart of the city, and that the locks and cramps with which it is secured were manufactured by an apprentice who sold himself to the devil! Whether the transaction with the latter personage was *bonâ fide fact* or fiction must always remain matter of doubt, but it became a practice with apprentice locksmiths, when setting out on their travels, to drive a nail into it, until now no space can be found for more.

THE IMPERIAL ARSENAL (Kaiserliches Zeughaus), almost adjoining the Upper Belvedere, a building of great importance and vast size, containing spacious barracks, vast storehouses, armories, workshops of great extent, and the most attractive of its features for the visitor, a splendid armory or "Waffen-Museum," only recently finished, admirably arranged and abundantly rich in rare specimens. It is open to the public three times a week, Tuesday, Thursday and Friday, from 9 to 3, but during the season of 1873 no doubt strangers will be admitted every day.

An excellent description and guide to the museum, in French or German, by Major Prosig, can be obtained at the entrance for 25 *kr.*

This collection suffered severely in the years 1805, 1809 and 1848 by the

spoliation of the invader and the plunder of the mob; to repair which the Emperor Francis Joseph I. ordered that the rich collection of the Chateau of Luxemburg should yield to the museum all weapons and armor that had value or interest, as connected with military science, archæology or art. The Chamber of Venerary also gave up all weapons not connected with the sports of the field, and from these and other sources of imperial munificence the collection was enriched to such an extent that it now includes (without taking note of the *trophies*) upwards of 2000 pieces, most of which are of considerable value in connection with the history of civilization, war and art. The building consists of a central hall of fine proportions, richly decorated, forming a vestibule crowded with portrait statues in marble of celebrated commanders and warriors, and a noble staircase adorned with frescoes, by which the *Salle des Trophées* is reached on the first floor; this room or hall is richly gilded and covered with frescoes of no inconsiderable merit. The *tout ensemble* from the entrance is grand and striking; perhaps a little overdone with gold and a profusion of marble, but certainly most gorgeous and palatial.

On either side of the *Salle des Trophées* there are spacious well-lighted apartments, containing the armory where the numerous articles are arranged as much as possible in chronological order. In the rooms on both sides the *Salle des Trophées* will be found numerous objects of great interest, such as the buff jacket worn by Gustavus Adolphus, showing the hole made by the bullet which caused his death at the battle of Lützen; the standard of Mohammed, taken in 1683 at the siege of Vienna; the uniform of Prince Schwarzenberg; a balloon used by the French for the purpose of reconnoitering in the field, &c. The chapel within the arsenal wall is also worth visiting. In front of the building, in the open air, a collection of cannon of all ages and all sizes will attract attention; some of

them are curious. Against the wall of the building there is displayed in festoons a chain of 8000 *links*, which was thrown across the Danube near Pesth or Buda, by the Turks, to impede the navigation, in the early part of the sixteenth century. The *Manufactory of Fire-arms* may be visited by permission, but it is in no way remarkable beyond other such workshops.

THE IMPERIAL STABLES (Hof-Stall Gebäude), opposite the Burg Thor, contains a collection of state and other carriages, sledges, harness, saddles, armor and various horse-trappings and furniture, a miscellaneous collection not without interest historically and artistically.

THE CIVIC ARSENAL, in the Hof, contains a collection of armor and implements of war, and among its curiosities the skull of the strangled vizier, Kara Mustapha, and the silk cord used for his strangulation, which were brought to Vienna from Belgrade after its capture.

DANUBE STEAM NAVIGATION.

Until the year 1830 the Danube was a silent highway for rafts and primitive barges only, floating with the stream, the rapid current of the river rendering the navigation against stream impossible. In 1830 its waters were first moved by a steamer started by an English speculator, who had the exclusive privilege granted to him. At first the progress of the enterprise was slow, and many had doubts of its success; but it soon gained firm footing, and the company rapidly became prosperous to an extent not surpassed by any modern enterprise. In less than forty years, the fleet of the company has increased from a solitary boat to nearly two hundred of all sizes, for passengers and merchandise traffic from Donauwörth in Bavaria to the mouth of the Danube, and thence to Constantinople and the East. Six hundred iron barges of great size hardly suffice for the growing traffic of merchandise, and the number

of passengers for the lower Danube is daily on the increase, the boats of the company being clean, comfortable, well officered and well provisioned.

A novelty for the Viennese this year will be the introduction of a small flotilla of omnibus steamers on the Danube Canal, from the centre of the town to and from the Exhibition Buildings in the Prater.

The success of the venture is assured beforehand, and the establishment will become a permanent institution of Vienna, which cannot fail to be popular with all classes during the summer months.

It is proposed this summer to organize a system of through tickets for the round trip by the Danube steamers and their connection with the Austrian Lloyds steamers, to enable the traveller to vary his return route by the Danube to Constantinople, Greece, Athens and Italy at one fare—a tour of rare beauty, opening up a new country full of classical and historical interest, accomplished with such ease and little cost as will render it a pleasure trip for even ladies and invalids.

The programme is not yet definitely arranged, but all particulars may be learned at the offices of the company in the Landstrasse Dampfschiffstrasse 2.

The Danube service proper begins at Donauwörth and ends at Galatz, but it has branches on the Theiss from Tokay and on the Save and the Drave, and it is in direct communication with the Austrian Lloyds steamers at Galatz for Odessa, and at Keistendjee for Constantinople.

FARES.

| | 1st Class. | | 2d Class. | |
|------------------------------------|------------|-----|-----------|-----|
| | fl. | kr. | fl. | kr. |
| Donauwörth to Ratisbon, } | 5 | 15 | 3 | 33 |
| Passau to Linz, | 4 | | 2 | 65 |
| Linz to Vienna, | 7 | | 4 | 70 |
| Vienna to Pesth, | 13 | 32 | 9 | 99 |
| Pesth to Galatz } for Odessa, } | 91 | 98 | 62 | 99 |
| Pesth to Odessa, | 123 | 98 | 86 | 99 |
| Pesth to Constantinople, } | 108 | 50 | 75 | 50 |

Provisions included: breakfast, luncheon, dinner and tea.

Children under 2 years of age, free; between the ages of 2 and 10, half price; above 10, full price. 25 kilos of luggage free.

Travellers for Constantinople leave the Danube at Rustchuk for the rail to Varna, 140 miles, where the Austrian Lloyds steamer completes the journey to Constantinople in 12 to 15 hours.

Private cabins for families or parties can be secured for an extra fee.

RAILROADS.

The NORTHERN RAILWAY (Kaiser Ferdinand's-Nordbahn) Station is at the Pratersten. This is one of the most frequented railway lines in Germany, establishing communications between the Austrian metropolis and Northern Germany, Poland and Northern Hungary. It runs in a straight line to Oderberg, where it joins the Prussian Railway.

The chief offices are at the station; the forwarding-office (for tickets and merchandise, Bauernmarkt 4).

The WESTERN RAILWAY (Kaiserin Elizabeth-Westbahn) opens the communication between Vienna and Upper Austria, Southern and Western Germany.

It is the direct road between Vienna and Paris.

Chief office at the station outside the Mariahilf gate; forwarding-office, Bauernmarkt 4.

The SOUTHERN RAILWAY (Südbahn) communicates with the south of the empire and Italy. The art displayed in overcoming the difficulties with which the opening of this beautiful road over the Semmering was attended, and its picturesque position, are sufficient attractions to invite the stranger residing in Vienna to make a day's excursion to this mountain.

The Southern Railway has branch lines between Mödling and Laxenburg, and between Neustadt and Oedenburg. Its station is outside the Favoriten-Linie (Wieden) where the Central Direction has its seat. Forwarding-

office: Kärntnerring No. 1, Seilerstätte No. 2 and Jakobergasse No. 10. Not far from the Southern Railway station is the station of the railway between Vienna and Raab.

PUBLIC OFFICES.

Foreign Office, Ballplatz 2.

Home Ministry, Judenplatz 11.

Ministry of Instruction, Wipplingerstrasse 29.

War Office, am Hof 7.

Ministry of Justice, Elisabethstrasse 12.

Ministry of Finances, Himmelpfortgasse 8, 10, 12.

Board of Trade and Public Works, Postgasse 8.

Ministry of Public Safety, Herren-
gasse 7.

Hungarian Ministry, Bankgasse 6.

High Court of Appeal, Löwelstrasse 10.

Court of Common Pleas, Kreuz-
gasse 1.

Custom-house, Zollamtgasse 1.

Police Office, Tuchlauben 4.

Post-Office, Postgasse 10.

Telegraph Office (Central), Elisa-
bethstrasse 16.

National Bank, Herrengasse 15-17.

POSTAL SERVICE.

The *General Post-Office* is situated in the old city, Postgasse 10. It has branch offices in the Wollzeile 6, and in every suburb. The letters received are distributed several times during the day, and numerous letter-boxes are placed in the principal streets all over town.

The postage of a letter not exceeding 1 *Loth* ($\frac{1}{2}$ ounce) is 3 *kr.* within the district where the post-office is situated, and 5 *kr.* out of this district to any part of the empire. Letters weighing more than 1 *Loth* and not exceeding 2 *Loths* pay a double postage at the above-mentioned rate, and those weighing 3 *Loths* have to pay three times the simple postage. Letters that are sent prepaid must be stamped; newspapers, printed publications and other small parcels not containing written

documents pay 2 *kr.* a *Loth* to any distance. Postage stamps are to be had at most tobacconists, as well as at the various Post-Offices.

A letter that has not been prepaid is forwarded to its destination, but pays extra 5 *kr.* a *Loth*. The Post Office is open daily from 7 till 9 in summer, and from 9 till 9 in winter.

All letters can be registered for a small fee.

Postage to England 12 $\frac{1}{2}$ *kr.* a *Loth*.

Postage to the United States 12 $\frac{1}{2}$ *kr.* a *Loth*.

Poste Restante open from 8 to 12 A. M., and from 1 to 6 P. M.

TELEGRAPHS.

Central Office, Elisabethstrasse 16.

District Offices.—Graben, Trattnerhof, Herrengasse, Landhaus, Kärntnerring, Grand Hotel, Seilergasse 6, Strauchgasse 1, Parkring 4, Gonzagagasse 12, Leopoldstadt, Praterstrasse 9, Wieden Hauptstrasse 56, Neubau, Nelkengasse 5, Josefstadt, Langedgasse 30, Margarethenstrasse 69, Landstrasse, Gärtnergasse 6.

| | <i>fl. kr.</i> |
|--|----------------|
| Vienna to Berlin (20 words), | 80 |
| “ Brussels, . . . | 1 60 |
| “ Constantinople, . . . | 2 80 |
| “ London, .. . | 2 80 |
| “ Madrid, . . . | 3 40 |
| “ Paris, . . . | 2 40 |
| “ Rome, . . . | 1 60 |
| “ St. Petersburg, . . . | 3 20 |
| “ New York, by Trans- atlantic Cable (20 words), | 22.80 |
| Each supplemental word, | 2 00 |
| Local Telegrams—Austria, | 60 |
| Vienna city 20 words, | 20 |
| “ “ 30 “ | 30 |
| “ “ 40 “ | 40 |

ENVIRONS.

HITZING, a village, about 3 miles from Vienna (train and omnibus), contains villas and summer residences of the Viennese, and throughout the summer is the favorite resort of natives and foreigners; it has numerous restaurants, cafés and dancing-halls;

the restaurants of Domayer and Schwander have a wide reputation; the *cuisine* at the former is excellent, and a dinner at 3 or 4 florins will leave the visitor little to desire. Frequent *concerts* are given in the gardens attached to Domayer's, where the prince and the peasant may be found daily feasting the senses in close neighborhood. In the Church-yard opposite there is a monument by *Canova*.

SCHONBRUNN (beautiful fountain). The imperial chateau and residence, one mile outside the Mariahilf lines. Train and omnibus every few minutes, this being one of the most frequented suburbs of Vienna. The *Palace* offers little to attract notice; it is well furnished and kept, and is readily shown. It has however a melancholy interest attached to it, the Duke of Reichstadt, only son of Napoleon I., having died here, 1832, at the early age of 21.

The *Gardens* are of some extent, laid out in formal French style with statues, clipped hedges, &c. Stapps, the student who made the attempt to assassinate the Emperor Napoleon, was here summarily shot.

The place takes its name from the beautiful fountain in the garden. On an eminence is a *colonnade* and *temple*, from which there is a fine view.

The *Menagerie* here contains a good collection of animals.

Schonbrunn and Hitzing will occupy a full morning, visiting the palace and gardens first, then luncheon at Domayer's at Hitzing, distant $\frac{1}{2}$ mile, where Sundays and fête days are good days to see the Viennese in their glory indulging to their hearts' content in good music, good fare, light amusements and beer and tobacco; but if there is much fun, there is little *comfort*, and the traveller should pay his visit as an observer only on these days.

LAXENBURG, distant one hour by rail, an imperial residence; affords a most agreeable excursion, which may be combined with that to Schonbrunn, with which it is connected by a long avenue, taking the rail first to Laxenburg. Here guides are readily met with, at the entrance to the park, who

will be found useful to point out the many curiosities of the place. The grounds are well laid out, and the *Feudal Castle of the Lake* (a modern building) is crowded with objects of interest and curiosities. Several hours will be spent pleasantly here.

Visitors will find a very fair restaurant here, where breakfast or luncheon can be taken.

MODLING and THE BRÜHL, by rail one hour. Mödling, a village, 3000 inhabitants, at the entrance of the beautiful valley of the Brühl. *Hotel* indifferent, the *Hersch*.

From the station to the Meierei or Farm there is an omnibus in 30 minutes, but the traveller will do better to *walk* to the Meierei, where there is an inn. *The Brühl* is a narrow valley between rocks, abounding with natural beauties, and with pleasure-grounds laid out by Prince Lichtenstein. Some of the ruins with which it is embellished are artificial, but others are the remains of feudal strongholds.

In the *Alte Schloss*, one of the most ancient castles in Austria, there is shown the chamber of torture.

The *Grounds* are freely open to the public, and afford a most agreeable place of summer resort, and few strangers visit Vienna without a pilgrimage to this attractive spot.

BADEN, a small town of 4500 inhabitants; distant from Vienna 1 hour by rail, less by express, a very pleasant excursion.

Hotels.—Stadt Wien, Redoubt, Fuchs,—none really good, but a fair average accommodation.

Baden is much resorted to by the Viennese during the summer months, on account of its mineral waters. Numerous mansions and villas belonging to the imperial family and the nobility are kept up here, and preserve the character of the place as a *town*, otherwise it would rank but as a *village*.

There are numerous rides and drives in the neighborhood; and a pleasant day may be spent, leaving Vienna early in the morning, having luncheon at Baden, and then driving (*fiacres* clean and good abound) for three or

four hours in the environs ; or a day or two may be quietly spent here as a relief from the bustle of the city without fear of growing weary.

DORNBACH, three miles distant—train and omnibus every ten minutes ; fare, 8 *kr.* Dornbach is visited on account of its magnificent Park of vast extent, offering a variety of beautiful walks, rides and drives. A fine view is obtained from the hill, where there is an hotel or inn, affording rest and refreshment to the visitor.

On fête days Dornbach is crowded ; it is a pretty village, abounding with villas and summer residences for the wealthy Viennese. There is a good restaurant in the village, and many houses of entertainment. On one of the quiet days the visitor will find it a calm and enjoyable retreat from the noise and bustle of the city.

Pesth and Ofen.—Few travellers will visit Vienna and not extend their journey to Pesth, the capital of HUNGARY. Buda or Ofen, the old town, on a hill on the right bank of the Danube, the seat of government, and containing the palace of the king, is connected with Pesth, the new town, on the left bank, by a handsome suspension bridge. Population upwards of 200,000 and increasing ; the trade is considerable, and it has numerous manufactories. It is the finest and most prosperous city in Hungary, and is a gay and attractive place. The river is alive with moving craft, and the bustle of the commercial part gives life and animation to the scene. The streets are wide, with handsome shops, and two or three days will be pleasantly spent in visiting the two towns and the environs. At the *National Casino*, near the river, there is an excellent restaurant. Game is abundant and the fish excellent. A visit to the cellars of any respectable wine merchant will not fail to interest the stranger. Those of *Jalichs*, an opulent and old-established merchant, are perhaps the best. Some of his wines are of great age and rare quality.

At Pesth the traveller is on the

borders of civilized Europe. When he embarks for the Lower Danube he meets the pioneers of Eastern manners and customs, and indeed before leaving Pesth he meets with languages and costumes unfamiliar to him.

Good panoramic views of the town are obtained from the decks of the small steamers continually plying up and down, to and from the distant suburban village or town of *Alt-Ofen*, to which there is also a train along the bank of the Danube. The traveller will do well to take the steamer down to Pesth from Vienna, a day's journey of about twelve hours ; but on his return, take the rail, as the *up* steamer is tedious and at night, and stop for an hour or two at *Presburg*.

HOTELS at Pesth.—*Hotel de l'Europe*, opposite the landing-place of steamers ; good restaurant, no *table d'hôte*.

Queen of England, Erzerzog Stephan, also on or near the Danube.

Hotel de Hongrie, a new and large hotel, with upwards of 300 rooms, at prices from 1 *fl.* 30 *kr.* to 5 *fl.*

The hotels are good, with excellent *cuisine*, but somewhat deficient as to cleanliness and attention. The charges are high, quite as much as in Vienna.

Presburg.—At one time the capital of Hungary, and the city where the kings were crowned. Pop. 42,000.

HOTELS.—*Grüner Baum, Rother Ochs, Goldene Rose* ; none good, but sufficient for a meal or short stay.

Presburg has lost all its importance, and is now a quiet provincial town.

The Royal Palace, on the hill, was accidentally destroyed by fire a few years since—its walls only are left.

The Kings of Hungary were crowned in the *Cathedral*, a Gothic structure with a handsome porch, but in no other way remarkable. After the ceremony, the king repaired on horseback to a mound on the other side of the river, and from its summit brandished the sword of St. Stephen towards the four points of the compass, as token or pledge of his earnestness to defend the land against all comers.

THE IMPERIAL FAMILY OF AUSTRIA.

FRANCIS JOSEPH, Emperor of Austria,

King of Hungary, King of Bohemia, Dalmatia and Croatia, Esclavonia, Galicia, Lodomeria and Illyria, King of Jerusalem, Archduke of Austria, Grand Duke of Tuscany and of Cracovia, Duke of Lorraine, Salzburg, Styria, Carinthia, Carmola and Bukowina.

Sovereign Prince of Transylvania, Margrave of Moravia, Duke of Upper and Lower Silesia, Modena, Parma, Plaisance and Guastalla, of Auschwitz and Zator of Teschen, Frioul, Ragusa and Zara, Prince Count of Habsbourg, Tyrol, Kybourg, Goritz and Grandisca, Prince of Trieste and Brixen, Margrave of Upper and Lower Lusace and Istria, Count of Hohenwebs, Feldkirch, Brigance, Sonnenberg, Lord of Trieste, of Cattaro and of the Wende Marche, &c., &c.

Born 18th August 1830, son of Archduke Francis Charles Joseph. Succeeded his uncle the Emperor Ferdinand First, on his abdication, December 1848. Married 24th April 1854, ELIZABETH AMELIE EUGENIE, born 24th December 1837, daughter of Maximilian Joseph, Duke of Bavaria.

ISSUE.

GISELLE MARIE LOUISE, born 12th July 1856.

RUDOLPH FRANCIS CHARLES JOSEPH, PRINCE IMPERIAL, born 11th August 1858.

MARIE VALERIE MATHILDE AMELIE, born 22d April 1868.

FATHER AND MOTHER OF THE EMPEROR.

Archduke FRANCIS, born December 7th 1802, and

Archduchess SOPHIA, born January 27th 1805, daughter of the late Maximilian Joseph, King of Bavaria.

BROTHERS OF THE EMPEROR.

Archduke CHARLES LOUIS JOSEPH, born July 30th 1833, married to Princess Mary Anunziata, daughter of the King of the Two Sicilies, born March 24th 1843.

ISSUE.

Archduke FRANCIS FERDINAND, born December 18th 1863.

OTTO FRANCIS, born April 21st 1865.

Archduke LOUIS JOSEPH ANTHONY VICTOR, born May 15th 1842.

THE OTHER MEMBERS OF THE IMPERIAL FAMILY ARE :

Emperor FERDINAND I, born April 19th 1793, uncle of the reigning Emperor. He abdicated December 1st 1848, and resides at Prague.

Empress MARY ANN CAROLINE, born September 19th 1803, daughter of Victor Emanuel, late King of Sardinia, and married to Ferdinand I., February 27th 1831.

Archduchess MARIA, born March 1st 1798, aunt of the Emperor, married to the late Leopold, Prince of the Two Sicilies, since 1851 a widow.

MALE AND FEMALE DESCENDANTS OF THE BROTHERS OF EMPEROR FRANCIS I.

ISSUE OF ARCHDUKE CHARLES.

Archduke ALBERT; his children: MARIA THERESA, married to the Duke Philip of Wurtemberg, and MATHILDE.

Archduke CHARLES FERDINAND, married to Archduchess ELIZABETH, daughter of the late Joseph Palatine. Issue, four Princes and one Princess.

Archduke WILLIAM.

Archduchess MARIA THERESA, married to the late FERDINAND II., King of the Two Siciles.

Archduchess MARIA CAROLINA, married to Archduke REGNIER.

ISSUE OF ARCHDUKE JOSEPH.

Archduke STEPHEN.

Archduke JOSEPH.

Archduchess ELIZABETH, married to Archduke Charles Ferdinand.

Archduchess MARIA, married to Leopold II., King of Belgium.

ISSUE OF ARCHDUKE REGNIER.

Archduke LEOPOLD.

Archduke ERNEST.

Archduke SIGISMUND.

Archduke REGNIER, married to Archduchess Maria Carolina.

Archduke HENRY.

UNITED STATES LEGATION TO AUSTRIA.

JOHN JAY, *Envoy Extraordinary and Minister Plenipotentiary.*

JOHN F. DELAPLAINE, *Secretary of Legation.*

OFFICE OF LEGATION—Kolowasring 6, Vienna.

UNITED STATES CONSULATE AT VIENNA.

P. S. POST, *Consul.* WILLIAM HERTZ, *Vice-Consul.*

UNITED STATES COMMISSION TO THE VIENNA EXHIBITION.

The Official Commission having been recalled by the Government on account of alleged irregularities, and a temporary Commission appointed in its place, it is impossible as this book goes to press to give the names of the official members.

Office: Nordbahnstrasse 32.

V I E N N A

UNIVERSAL EXHIBITION OF 1873.

UNDER THE HIGHEST PATRONAGE
OF
HIS IMPERIAL AND ROYAL APOSTOLIC MAJESTY.

PROTECTOR :

HIS IMPERIAL HIGHNESS THE ARCHDUKE CHARLES LEWIS.

IMPERIAL COMMISSION.

PRESIDENT :

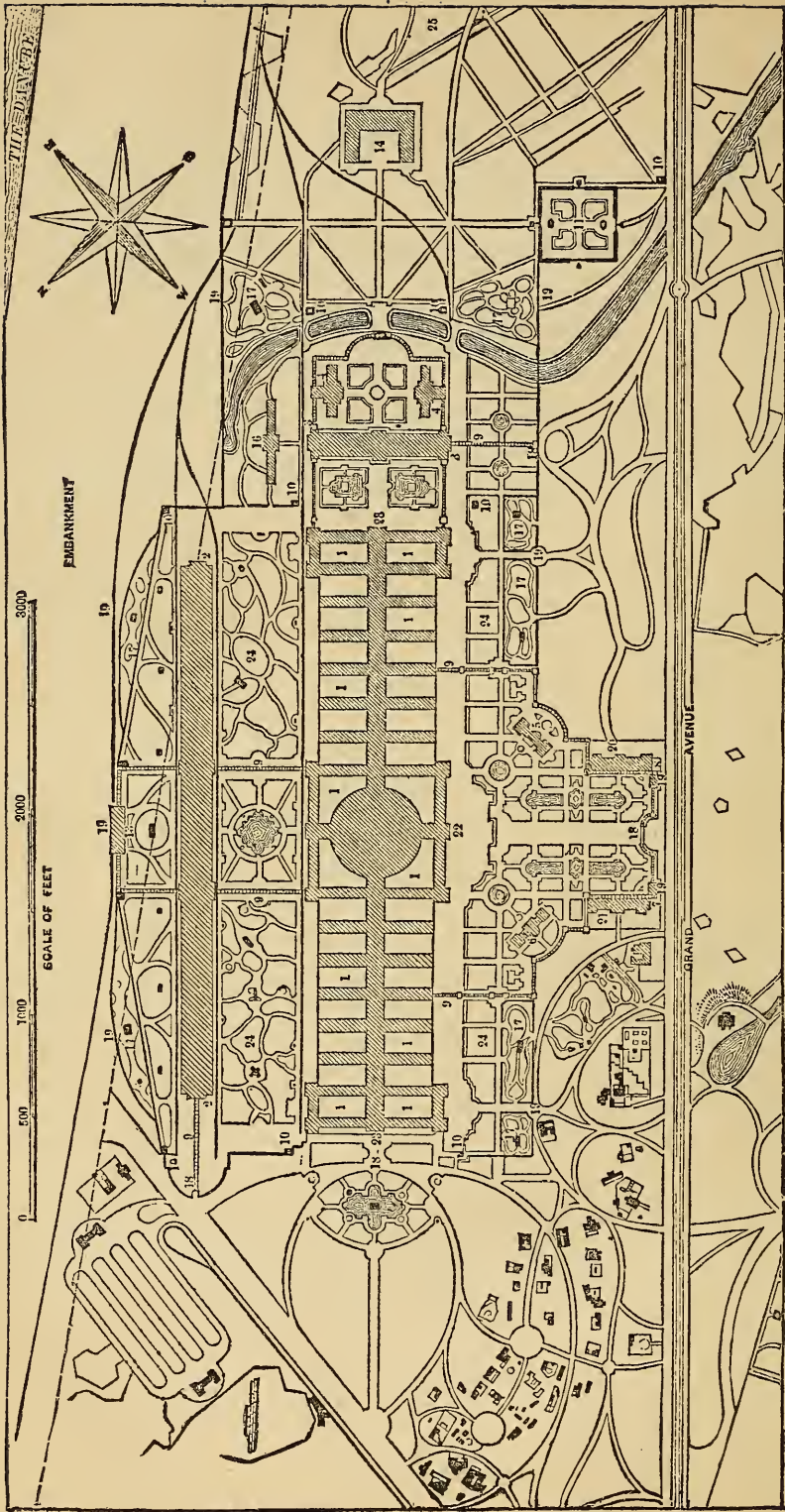
His Imperial Highness the Archduke REGNIER.

VICE-PRESIDENTS :

His Grace the First Grand Steward of the Court of his Majesty Prince de HOHENLOHE-SCHILLINGSFURST.
His Excellency the Chancellor of the Empire, Minister of the Imperial House and of Foreign Affairs, Ferdinand Count de BEUST.
His Grace Prince John de LIECHTENSTEIN.
His Grace Prince Adolphus de SCHWARZENBERG.
His Excellency Count George FESTETITS.
His Excellency Count Alfred POTOCKI.

GENERAL MANAGER :

His Excellency the Baron William de SCHWARZ-SENBORN, Privy Counsellor of His I. and R. Majesty, Deputy Consul-General in Paris, late Chief Commissioner of the I. and R. Government at the Universal Exhibitions in London, 1851 and 1862, and Paris, 1855.

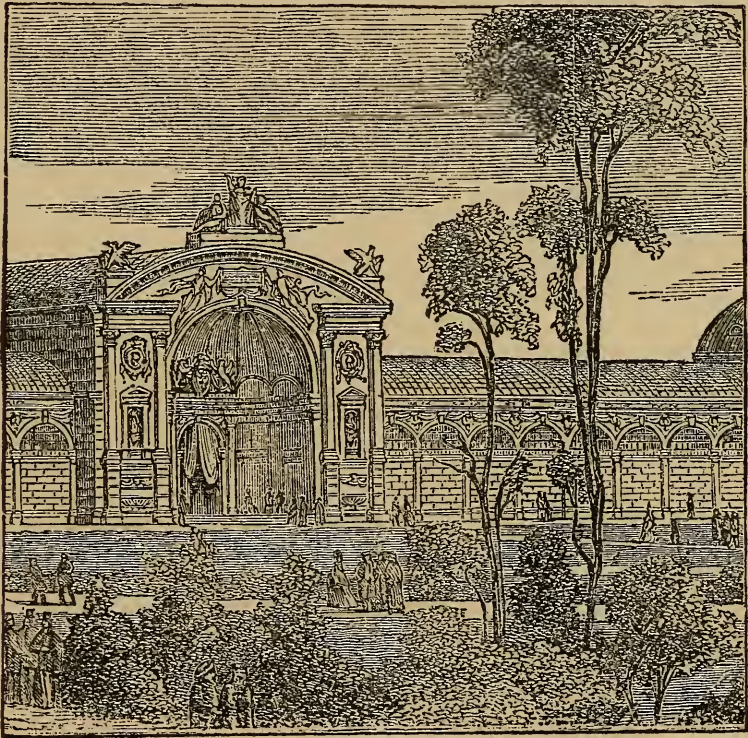


GROUND PLAN OF THE EXHIBITION BUILDING AND GROUNDS.

Directory to the Exhibition Grounds.

(SEE PLAN OPPOSITE.)

1. Main Building.
2. Machinery Hall.
3. Gallery of Fine Arts.
4. Exhibition of Amateurs.
5. Imperial Pavilion.
6. Offices of the Chief Manager.
7. Pavilion of the Jury.
8. Postal, Telegraph, and Custom-House Offices.
9. Connecting Corridors.
10. Guard Houses.
11. Barracks for the I. and R. Engineers.
12. Stables and Barracks for the Guard.
13. Railway Station.
14. Exhibition of Horses.
15. Hot-houses and Grounds.
16. Horticultural Exhibition Grounds.
17. Restaurants.
18. Principal Entrances.
19. Side Entrances.
20. Road to the Imperial Pavilion.
21. Road to the Pavilion of the Jury.
22. Principal Entrances of the Main Building.
23. Side Entrances of the Main Building.
24. Grounds reserved for Pavilions and other Buildings.
25. Park for the Agricultural Exhibition.



SIDE ENTRANCE EXHIBITION BUILDING.

The Exhibition buildings are situated in the Prater, the public Park of Vienna, and the finest park, many declare it, in the world. To increase the available space the Emperor has allowed his own private gardens to be added to the Exhibition grounds, which thus include within their enclosure some 8,157,200 square feet—being five times the area occupied by the Paris Exposition of 1867, twelve times that of London in 1862, thirty times that of the original London World's Fair in 1851. and one-fourth less than that of the proposed Centennial Exhibition to be held at Philadelphia in 1876.

Of the buildings erected upon this site the principal one is the Industrial Palace, an enormous structure, more than half a mile in length. Its form has been likened to that of a "gridiron," and again to that of a "fishbone;" with what justice may be discerned by a glance at the accompanying plan. The long gallery—which, in the fishbone nomenclature, constitutes the spine—is 2964 feet in length, and 80 feet in width; and it is crossed at right angles and at equal distances by sixteen transepts, each of the thirty-two pavilions which they form having an area of 347 by 50 feet. At the centre of the long hall are the great rotunda and dome, designed by Mr. Scott Russell, the engineer of the Sydenham Crystal Palace, and of the *Great Eastern*. The dome, as originally projected by him, was to be a stupendous structure of more than 800 feet in diameter; but successive reductions brought down its dimensions to a diameter of 370 feet, which still leaves it more than double the size of that at St. Peter's at Rome, the next greatest dome in the world, and a height of 250 feet.

The arrangement of different nations among the exhibitors has been adjusted upon a very simple and obvious plan—that of causing them to succeed one another in the order of their position upon the earth's surface. Thus, assuming the direction of the grand gallery to be from west to east—though in fact it is more nearly from north-west to south-east,—the westernmost of all the transepts—the one, by the way, first entered by persons arriving from the city—is occupied by North and South America; next towards the east comes England, then France and Spain, Scandinavia, Germany, and so on, until at the remotest eastern extremity are found China and Japan. The rectangles left between the pavilions were, by the original design, to have been occupied by flower gardens, laid out and adorned in accordance with the taste and resources of the nations to which they were assigned; but the great excess of applications for space beyond the provision originally considered ample, has involved the enclosing and roofing of many of these areas, which thus become integral portions of the Exhibition building.

Of the outlying structures, the most important is the Machinery Hall. This lies a few rods in the rear of the main building—that is, towards the Danube—and runs parallel with it, its length being 2600 feet, its breadth 160. It has been built substantially, being designed for use as a grand railway depot when the Exhibition shall have closed; and for the present it is connected with the main building by covered galleries. In still another building, near by, are grouped agricultural machinery of every kind; and others yet are devoted to exhibitions of fine arts, of horses and other animals, of educational appliances, while there are also pavilions for the Emperor, the officers of the Exhibition, the juries, &c., &c.

The objects exhibited are classified, in the official programme, in 26 groups, as follows:—

- Group 1. Mining, Quarrying and Metallurgy.
- Group 2. Agriculture, Horticulture and Forestry.
- Group 3. Chemical Industry.
- Group 4. Articles of Food as products of Industry.
- Group 5. Textile Industry and Clothing.
- Group 6. Leather and India-rubber Industry.
- Group 7. Metal Industry.
- Group 8. Wood Industry.
- Group 9. Stone, Earthenware and Glass Industry.
- Group 10. Small Ware and Fancy Goods.
- Group 11. Paper Industry and Stationery.
- Group 12. Graphic Arts and Industrial Drawing.

Group 13. Machinery and Means of Transport.

Group 14. Philosophical Instruments, Surgical Instruments.

Group 15. Musical Instruments.

Group 16. The Art of War.

This group includes all objects and contrivances belonging to the equipment of the army and the relief of the sick and wounded.

Group 17. The Navy.

This group comprehends everything relating to navigation on the sea, on lakes and rivers, shipbuilding, the fitting out of ships, the construction of harbors and light-houses, life-boats and salvage.

Group 18. Civil Engineering, Public Works and Architecture.

In this group will be exhibited the plans and models of executed or projected works belonging to roads and railways, aqueducts, irrigation, drainage, reservoirs, canal and river embankments, private dwellings and cottages, and public buildings (Houses of Parliament, theatres, hospitals, bathing establishments, public wash-houses, &c.), and also methods of lighting, ventilating and warming.

Group 19. The Private Dwelling-House, its inner arrangement and decoration.

Group 20. The Farm-House, its arrangements, furniture and utensils.

In these two groups it is expected that the different nations will exhibit their peculiar forms and actual conditions of domestic life.

Group 21. National Domestic Industry.

This group is intended to make known the variety and abundance of valuable designs and forms which the productions of national domestic industry, such as ornaments, potteries, textures, &c., contain.

Group 22. Representation of the Influence of Museums of Fine Arts applied to Industry.

The object of this department is to show the means by aid of which the modern museums of fine arts applied to industry (viz. : the South Kensington Museum in London and the similar museums in Vienna, Berlin, Moscow, &c.) endeavor to improve the public taste and diffuse artistic education.

Group 23. Art applied to Religion.

This group will contain all the products of industry and the works of fine arts which are employed in public worship.

Group 24. Objects of Fine Arts of the Past, exhibited by Amateurs and Owners of Collections (*Exposition des Amateurs*).

This group has as its aim to enable the visitor to see an exhibition of treasures of private collections of works of fine arts, which are usually accessible only to a limited few, thus giving students and others engaged in artistic pursuits an opportunity to gain new ideas.

Group 25. Fine Arts of the Present Time.

This group will contain works of fine arts produced since the International Exhibition of London in 1862.

Group 26. Education, Teaching and Instruction.

This group will contain—

(a) A representation of all objects and inventions which can assist in the education of a child and contribute to its physical, intellectual and moral development, from its birth to its entrance to school ;

(b) Educational and school matters, from the elementary school upwards to the technical school and the University ;

(c) The entire system of instruction and culture, so far as it can be brought into view by products of literature, of the public press, societies, public libraries, graphic and statistical records.

The principal features of the Exhibition are likewise set forth by the programme.

There will be competitive trials of machinery, apparatus, processes and methods of work of different dates, showing their successive improvements ; for example : sewing-machines, weaving-machines, telegraphy, photography, &c. An attempt will thus be made to give an epitome of the *history of inventions*. In addition to this, an attempt will be made to place side by side the productions of machines and handwork, and to show how in some cases machines have superseded handwork, while in others they have aided and increased its products.

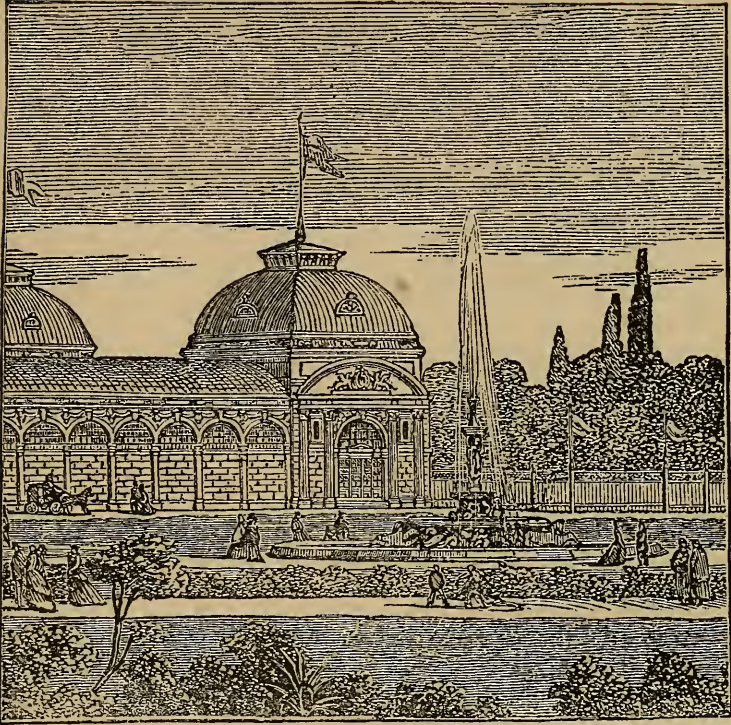
By exhibiting also analogous products of industry, manufactured at different epochs, with their relative prices and with samples and models, it is intended to show the growing power of different industries, their dependence on the changes in taste, and their influence upon taste, as well as their importance in national economy at different epochs, thus exhibiting the *history of industry*.

To show by a retrospective view the influence of science on the progress and development of manufactures, there will be exhibited the gradual *conversion of waste into use*, or the increase in the employment of the former, by comparing the waste with the articles manufactured therefrom, and also the intermediate products, so far as these are the result of inventions and discoveries since the first International Exhibition of London in 1851.

A further aim in this Exhibition is to give the *history of prices* ; to exhibit from the chief districts of production the prices of more important articles, going as far back as possible, and placed side by side in average periods of five years, and illustrated by samples and specimens.

To show the international exchange of products, a *representation of the commerce and trade of the world* will be formed. For this purpose samples and specimens of the articles of trade and commerce of all the important harbors and seaports are to be exhibited. On each sample will be marked its origin, its destination, its price and value, the quantity of import and export, &c. ; along with these will be shown statistical and graphic tables, the movement of the navigation and commerce of each seaport during the last ten years.

The intention just expressed of aiding the study of this Exhibition by the help of statistical and graphical tables will be carried into effect in all the departments of the Exhibition, by showing the industrial progress made by each country since the first International Exhibition of London in 1851, from official records. For example, there will be exhibited tables of the increasing areas of cultivated soil, the annual quantities of agricultural products, the value of the land, the interest on money, the traffic and capital of railways, the increase of population, &c., as they have appeared at each of the periods of subsequent international exhibitions, viz. : Paris 1855, London 1862, Paris 1867. Thus there will be shown the productive powers of different nations in the respective departments assigned to their products in the Exhibition building. On the other hand, all particulars of the different articles to be exhibited, such as the name of the exhibitor, the description of the objects, the price (which the exhibitor is at liberty to attach if he please), may be shown on labels attached to each article. In the same manner all other informations of public interest the exhibitor may wish to have published, such as the history and importance of the establishment, its progressive development, its annual



THE FOUNTAIN, EXHIBITION-GROUNDS.

production, may also be written or printed and annexed to the objects exhibited, in contradistinction to former international exhibitions, which confined these informations to the printed catalogue.

For the purpose of rendering this Exhibition especially instructive and educational, it is intended to make comparative trials and experiments on processes new or hitherto little known. The value of objects exhibited will be submitted to practical tests. For example, experiments will be made regarding the production of wines (application of the hydro-extractor, heating of wines, &c.), trials with machine-tools of every description, application of the electric light, utilizing of aerostation (captive balloons, &c.), experiments with explosive materials, with steam-ploughs, transmission of power by wire ropes, locomotives, engines on common roads, steam fire-engines, &c. Lectures will be given on these subjects in a special lecture-room of the Exhibition, and international prize problems issued; as for example, on the best implements for the cultivation of beet-roots for the fabrication of sugar.

Arrangements will be made for a series of temporary international exhibitions of such articles which, by their nature, do not admit of an exposition of long duration. They will comprise:—

Living animals—horses, cattle, sheep, pigs, dogs, cats, fowls, game, fish, &c.

Poultry, venison, butchers' meat, pork, &c.

Dairy produce—milk, cheese, &c.

Vegetable produce—fresh fruits, fresh vegetables, flowers, plants, &c.

Living plants injurious to agriculture and forestry.

Dynamometric experiments will be made on the tractive force of animals. Also international races at the time of the Exhibition of thoroughbred horses will take place, and for these races prizes will be awarded. Representations of all other kinds of sports (regattas, &c.), and also national games and plays will be arranged. Some of these temporary exhibitions will give rise to practical experiments and practical discussions on the matters to which they refer. For example: the exhibition of dairy produce will give rise to a series of experiments on the improvements in manufacturing butter and cheese, &c. To enable the public to appreciate alimentary substances exhibited, refreshment-rooms (tasting pavilions) will be erected, where each exhibitor can sell samples of his products, even in the shape of cooked food.

During the Exhibition various international congresses and conferences will be arranged for discussing important matters, to which either the Exhibition itself may give rise, or specially selected as subjects of international discussion.

More especially there will be international congresses of men of science, teachers and artists, physicians, directors of museums of fine art applied to industry, teachers of drawing, architects, engineers, representatives of chambers of commerce, economists acquainted with the questions relative to banking and insurance, of agriculturists, foresters, mining engineers, &c. Among questions subject to such discussion will be the following: The question of intellectual property, of the improvement of public taste, of the promotion and diffusion of arts of design, on economy of transport, on obtaining the highest efficiency of machines, on the extension and development of forest statics, on reducing the price of food, whether by increased production, better organization of markets, reformed cookery or new methods of preserving food; on the nourishment and early rearing of an infant, on early healthful training and gymnastics, on the exertions of our time in regard to the curing of deformed children, on the education of woman and improvement of her social condition.

An International Jury will be appointed to award the prizes. Each exhibitor must declare whether he wishes or not to submit to the judgment of the Jury. If not, the object exhibited will be ticketed "*Hors concours*" (not for competition).

The awards granted by the Jury will be as follows:

A. For the Fine Arts the prize will be given in the form of a *Medal for Fine Arts*.

B. For the other objects exhibited the prizes will be as follows:

(a.) Exhibitors in former universal exhibitions will receive for the progress they have made since the last Exhibition a *Medal for Progress*.

(b.) Exhibitors for the first time taking part in an Universal Exhibition will receive as reward for the merit they have shown in a national economical or technical point of view the *Medal for Merit*.

(c.) Exhibitors whose productions fulfil all the conditions of refined taste in color or in form will have the *Medal for Taste*.

(d.) There will also be given *Diplomas of Merit*, similar to the honorable mentions of former universal exhibitions.

C. The assistants and workmen who, according to the statements made by the exhibitors, have taken a notable part in the production of a rewarded object, shall have the *Medal for Co-operation*.

D. The merits of individuals or corporations who have promoted the education of the people, the development of industry or the national economy, or have specially promoted the intellectual, moral and material welfare of the working classes, shall be rewarded by special *Diplomas of Honor*.

**TABLE OF MONEYS, WITH THEIR VALUES IN
UNITED STATES COIN.**

| | | \$ | c. |
|----------------|---------------------------|--|--------------|
| Austria, | 1 Florin, | . . =100 Kreuzers, | . =0.48½ |
| Baden, | 1 “ | . . = 60 “ | . =0.40 |
| Bavaria, | 1 “ | . . = 60 “ | . =0.40 |
| Belgium, | 1 Franc, | . . =100 Centimes, | . =0.18 6-10 |
| France, | 1 “ | . . =100 “ | . =0.18 6-10 |
| Frankfurt, | 1 Florin (or Gulden), | . = 60 Kreuzers (240 Hel- lers or Pfenniges), | =0.40 |
| Great Britain, | 1 Pound Sterling, | . =20Shillings(240 pence) | =4.84 |
| Hanover, | 1 Thaler (or Rix Dollar), | =30 Silber Groschen (360 Pfenniges) | =0.69 |
| Holland, | 1 Florin (or Gulden), | =100 Cents, | . =0.40 |
| Italy, | 1 Franc, | =100 Centimes | . =0.18 6,10 |
| N. Germany, | 1 Thaler(or Rix Dollar) | = 30 Silber Groschen (360 Pfenniges), | =0.69 |
| Prussia, | 1 “ “ “ “ | = 30 “ “ | . =0.69 |
| Saxony, | 1 “ “ “ “ | = 30 “ “ | . =0.69 |
| So. Germany, | 1 Florin, | . = 60 Kreuzers, | . =0.40 |
| Switzerland, | 1 Franc, | . =100 Centimes, | . =0.18 6-10 |

The above table does not give *all* the denominations of coins in the various countries through which the traveller to and from Vienna may pass, but only the *standards* from which the values of other coins may be deduced.

AUSTRIAN MONEY.

It was stipulated at the monetary convention held in Vienna in 1855, that the Austrian empire should henceforward adopt a monetary system more in conformity with the value of that of the other Confederate States of Germany. According to the new system, a pound of fine silver is equal to 40 fl. new Austrian currency, or to 30 Prussian dollars (Thaler), or to 52 flors. 30 krzrs. currency in Southern Germany. One Prussian dollar is therefore equal to 1½ Austrian florins, or to 1¾ florin of Southern Germany.

An Austrian florin has 100 kreuzers (copper money).

AUSTRIAN GOLD COINS.

| | | |
|------------------------------|-------------|---------------|
| The Gold Crown is worth | | 7 fl. 00 kr. |
| “ Double Gold Crown is worth | | 14 fl. 00 kr. |
| “ Ducat | “ | 4 fl. 70 kr. |

AUSTRIAN SILVER COINS.

There are in silver : coins of 2 florins ; of 1 fl. 50 kr. (Vereinsthaler) ; of 1 flor. ; of ½ flor. (50 krs.) ; of ¼ flor. (25 krs.) ; of 20 krs. ; of 10 krs. ; of 5 krs.

Copper coins are of 4 krs., 1 kr. and ½ kr.

There are yet a few coins in circulation belonging to the old monetary system called “Conventional Currency ;” such are : the 2 florin silver coins, equal to 2 fl. 10 krs. of the actual currency ; 6 conv. krs. current for 10 krs. new currency, and the 3 kr. bits worth 5 krs. new currency. All silver coins bearing upon them the date 1858 belong to the old monetary system.

Austrian bank-notes of 1, 5, 10, 50, 100 and 1000 florins are current throughout the empire, but the bank not exchanging its paper for coin, it results that the latter, whether gold or silver, is submitted to an *agio* (about 12

per cent.) which varies daily according to the greater or lesser demand for it. Since a few years, however, the state of the Austrian bank has considerably improved, and it is generally believed and hoped that the *agio* on gold and silver will soon entirely subside.

Bills drawn from Vienna or other points upon Paris, London, the United States, &c., &c., are of course subject to the current rate of exchange.

TABLES OF DISTANCE MEASURES REDUCED TO ENGLISH MILES.

| | | | | |
|-----------------------|---|---|-------|------------------------|
| 1 Austrian Meile, | . | . | 4.714 | English statute miles. |
| 1 Danish Meile, | . | . | 4.682 | " " " |
| 1 French Kilometer, | . | . | .621 | " " " |
| 1 German Reichsmeile, | . | . | 4.66 | " " " |
| 1 Holland Ure, | . | . | 3.458 | " " " |
| 1 Swiss Stunde, | . | . | 2.987 | " " " |
| 1 Werst, | . | . | 0.663 | " " " |

TABLE OF POSTAGES.

| FROM THE UNITED STATES. | Letters, | Newspapers, | Books & prints | Patterns | Fees for regis- |
|---|--------------|-------------|----------------|-------------|-----------------|
| | per half oz. | per 4 oz. | of all sizes, | or samples, | tering. |
| | per 4 oz. | per 4 oz. | per 4 oz. | per 4 oz. | |
| To Austria, <i>via</i> North German Union, direct..... | c 6 | c.3 | a | c.6 | c.8 |
| " " " " " closed mail <i>via</i> England | 7 | 4 | a | 8 | 8 |
| " " " " " <i>via</i> Stettin, monthly... | 6 | 3 | a | 6 | ... |
| " Belgium | 10 | 4 | c.8 | 8 | 8 |
| " France, direct mail..... | 10 | c 2 | d | 4 | ... |
| " Galatz, <i>via</i> North German Union direct..... | 9 | 6 | c | 9 | 8 |
| " Germany, " " " " | 6 | 3 | a | 6 | 8 |
| " Great Britain and Ireland..... | 6 | 2 | a | a | 8 |
| " Italy, (closed mail <i>via</i> England)..... | 10 | 4 | 8 | 8 | 8 |
| " Netherlands..... | 10 | 4 | 8 | 8 | 8 |
| " Switzerland, (direct closed mail <i>via</i> England)..... | 10 | 4 | b | b | 8 |
| " " <i>via</i> Bremen or Hamburg..... | 8 | 3 | a | a | 8 |

In some cases *prepayment* of postage is not required, but there is often a fine attached for its neglect, or for only partial prepayment, and it is always better to prepay postages in full.

- Not over 1 oz., 2 cts.; over 1 oz. and not over 2 oz., 4 cts.; over 2 oz. and not over 4 oz., 6 cts.; each additional 4 oz. or fraction thereof, 6 cts.
- Not over 1 oz., 2 cts.; over 1 oz. and not over 2 oz., 4 cts.; over 2 oz. and not over 4 oz., 8 cts.; each additional 4 oz. or fraction thereof, 6 cts.
- Not over 1 oz., 5 cts.; over 1 oz. and not over 2 oz., 7 cts.; over 2 oz. and not over 4 oz., 9 cts.; each additional 4 oz. or fraction thereof, 9 cts.
- 2 cts. for each 2 oz. or fraction thereof.
- On each newspaper, irrespective of weight.

TO THE UNITED STATES.

| | |
|--|--------------------------|
| From Austria,..... | 12½ krs. per half ounce. |
| " Belgium, | .50 centimes " |
| " Germany direct, | 2½ silb. gr. " |
| " " closed mail <i>via</i> England,..... | 3 " " |
| " Great Britain,..... | 3 d. " |
| " Italy..... | .55 cents " |
| " Netherlands,..... | .25 cents (Dutch) " |
| " Switzerland,..... | .50 cents " |

Above table is for *letter* postages; newspapers, books, &c., &c., pay postages corresponding in value to those *from* the United States.

DIRECTORY

OF STREETS, SQUARES, ETC. (STRASSEN, PLATZEN, ETC.)

IN

V I E N N A,

TO ACCOMPANY THE MAP.

[The numbers in the *left hand* column represent the *Bezirkes* or Districts, and the figures and letters in the *right hand* column indicate the *location* on the map. For instance, if it is desired to find "Graben—Bezirke I., location 5 D," a reference to the map will show that Berzirke I is *Innerstadt*; now look at the *top* of the map for the column marked 5, and at the side for the one marked D, and *in the square* formed by the intersection of the two, Graben will be found.]

| | | | | | |
|---|------|-----|---------------------------------|-----------------------|-----|
| A. | | | Apostelgasse | III | 8 F |
| | | | Arbeitergasse | V | 4 H |
| | | | Arenberggasse | III | 8 F |
| Ackergasse | IX | 3 C | Arsenalweg | III | 8 G |
| Adamsgasse | III | 8 D | Asperngasse | II | 7 D |
| Adelengasse | II | 7 C | Auerspergstrasse | VIII | 4 D |
| Adlergasse | I | 6 D | Aufwaschgasse | III | 9 E |
| Aegidigasse | VI | 2 G | Augartenalleestrassen | II | 7 C |
| Afrikanergasse | II | 7 C | Augartenstrasse (O.) | II | 6 B |
| Akademiestrasse | I | 6 F | Augartenstrasse (U.) | II | 6 C |
| Albertgasse | VIII | 3 D | Augasse | IX | 4 A |
| Albertplatz | VIII | 3 D | Augustengasse | I | 6 D |
| Albrechtsgasse | I | 5 E | Augustinerbastei | I | 5 E |
| Alleegasse (Ob.) | IV | 6 G | Augustinerstrasse | I | 5 F |
| Alleegasse (Unt.) | IV | 6 F | Auwinkel | I | 6 D |
| Aloisgasse | II | 7 C | | | |
| Alpengasse (v. d. Favoritenlinie) | IV | | B. | | |
| Alserbachstrasse | IX | 4 B | Babenbergerstrasse | I | 5 E |
| Alserstrasse | VIII | 3 C | Bachergasse | V | 4 G |
| | | IX | 4 B | Bacherplatz | V |
| Althangasse | I | 4 E | Badgasse | IX | 4 B |
| Amaliengasse | III | 9 F | Badhausgasse | VII | 3 E |
| Amongasse | V | 3 G | Bäckerstrasse | I | 6 D |
| Amtshausgasse | V | 3 G | Bäckerstrasse | I | 6 D |
| Andlergasse | VII | 3 F | Bären-gasse | V | 3 G |
| Andreassgasse | VII | 3 F | Bahngasse (Linke) | III | 7 F |
| Anilingasse | VI | 3 G | Bahngasse (Ob.) | III | 7 G |
| Ankergasse (Gr.) | II | 6 C | Bahngasse (Rechte) | III | 7 F |
| Ankergasse (Kl.) | II | 6 C | Ballgasse | I | 6 E |
| Annagasse | I | 6 E | Ballhausplatz | I | 5 D |
| Antonsgasse | II | 6 C | Bandgasse | VII | 3 E |
| Apologasse | VII | 3 F | Bankgasse | I | 5 D |

| | | | | |
|------------------------------------|-----------|------------|------------------------------------|----------|
| Barbaragasse | I | 6 D | C. | |
| Barichgasse | III | 7 F | | |
| Barnabitingasse | VI | 4 F | Cäciliengasse | I 5 F |
| Bauernmarkt | I | 6 D | Canovagasse | I 6 E |
| Baumgasse | III | 8 F | Christinengasse | I 6 G |
| Beatrixgasse | III | 7 E | Christofgasse | V 4 E |
| Beethovengasse | IX | 4 C | Churhausgasse | I 6 C |
| Beinsiedergasse | III | 9 E | Circusgasse | II 7 E |
| Bellariastrasse | I | 4 E | Cobdengasse | I 6 E |
| Belvederegasse | IV | 6 G | Coburggasse | I 6 H |
| Bennogasse | VIII | 3 D | Columbusgasse | IV 6 H |
| Bennoplatz | VIII | 3 D | Columbusplatz | IV 6 C |
| Bergel (Am) | I | 6 D | Corneliusgasse | VI 4 F |
| Berghof | I | 6 D | Custozzagasse | III 8 D |
| Berggasse | IX | 4 C | Czerningasse | II 7 D |
| Bergsteiggasse | VI | 4 F | | |
| Bernardgasse | VII | 2 E | D. | |
| Berthagasse (vor der Favorenlinie) | V | | Dammstrasse | II 6 A |
| Bettlerstiege | VI | 4 F | Dampf- (vor der Favorenlinie) | V |
| Bibergasse | I | 6 D | Dampfschiffstrasse | III 7 D |
| Bienengasse | VI | 4 F | Dannhausergasse | IV 5 G |
| Bindergasse | IX | 4 B | Daungasse | VIII 3 D |
| Blattgasse | III | 8 D | Dianagasse | III 8 D |
| Blaugasse | VI | 3 G | Dietrichgasse | III 9 F |
| Blechthurm- } gasse | IV V | 5 H | Dietrichsteingasse | IX 4 C |
| Bleichergasse | IX | 3 B | Döblergasse | VII 4 E |
| Blindengasse | VIII | 2 D | Domgasse | I 6 D |
| Blüthengasse | III | 8 D | Dominikanerbastei | I 6 D |
| Blumengasse | III | 8 E | Dominikanergasse | VI 3 G |
| Blumenstockgasse | I | 6 E | Donaustrasse (O.) | II 5 C |
| Blutgasse | I | 6 E | Donaustrasse (U.) | II 7 D |
| Boerhavegasse | III | 8 F | Donnergasse | I 6 E |
| Börseplatz | I | 5 D | Dorotheergasse | I 5 E |
| Börsegasse | I | 5 C | Drachengasse | I 6 D |
| Bognergasse | I | 5 D | Drahtgasse | I 5 D |
| Bräuhausgasse (O.) | V | 3 H | Drehergasse (projekt.) | III |
| Bräuhausgasse (U.) | V | 3 G | Dreihackengasse | IX 4 B |
| Bräunerstrasse | I | 5 E | Dreihufeisengasse | VI 5 F |
| Brandstatt | I | 6 D | Dreilaufergasse | VII 3 F |
| Brauer- } gasse | VI VII | 3 F 4 E | Drorygasse | III 9 F |
| Breitegasse | VII | 4 E | Dürergasse | VI 4 F |
| Breitenfeldergasse | VIII | 3 D | | |
| Brigittaplatz | II | 6 A | E. | |
| Brigittenuerlände | II | 5 A | Einsiedlergasse | V 3 H |
| Brückelgasse | VII | 3 E | Eisengasse | IX 3 B |
| Brücke (An der) | II | 6 D | Eisgrübel | I 5 D |
| Brückengasse | VI | 3 G | Eisvogelgasse | VI 2 G |
| Brünnergasse (Brigittenau) | II | 3 C | Elisabethstrasse | I 5 E |
| Brünnlbadgasse | IX | 3 C | Emiliengasse | II 8 C |
| Brünnlgasse | IX | 5 D | Engelgasse | VI 6 F |
| Brunngasse | I | 4 D | Erdbergerlände | III 9 E |
| Buchfeldgasse | VIII | | Erdbergermais | III 9 F |
| Bürgergasse (projekt.) | IV | | Erdbergerstrasse | III 8 F |
| Burghartgasse (Brigittenau) | II | | Erlachgasse (vor der Favorenlinie) | IV |
| Bürgerplatz (projekt.) | IV | | | |
| Bürgerspitalgasse | VI | 2 G | | |
| Burggasse | VII | 3 E | | |
| Burgring | I | 5 E | | |

| | | | | | |
|--|-------|------|--|------|-----|
| Heidenschuss | I | 5 D | Josefsgasse | VIII | 4 D |
| Heinrichsgasse | I | 6 C | Josefsplatz | I | 5 F |
| Helenengasse | II | 8 C | Josefsstädterstrasse | VIII | 3 D |
| Hermannngasse | VII | 3 E | Judengasse | I | 6 D |
| Herminengasse | II | 6 C | Judenplatz | I | 5 D |
| Herndlgasse (vor der Favoritenlinie) | IV | | Jungferngasse | I | 5 D |
| Herrengasse | I | 5 D | | | |
| Hessgasse | I | 5 C | K. | | |
| Hetzgasse | III | 7 D | | | |
| Heugasse | { III | 6 F | Kärntner-Ring | I | 5 E |
| | IV | | Kärntnerstrasse | I | 5 E |
| Heumarkt (Am) | III | 6 E | Kaiserstrasse | VII | 2 E |
| Heumühlgasse | IV | 5 F | Kanal (Am) | III | 8 G |
| Himbergerstrasse | IV | 6 H | Kanalgasse | VI | 4 F |
| Himmelfortgasse | I | 6 E | Kandlgasse | VII | 3 E |
| Himmelfortstiege | IX | 4 B | Kantgasse | I | 6 E |
| Hirschengasse | VI | 3 G | Kapellengasse | IX | 4 B |
| Höfergasse | IX | 3 C | Karlsgasse | IV | 6 F |
| Hörlgasse | IX | 5 C | Karmelitergasse | II | 6 C |
| Hof (Am) | I | 5 D | Karolinenngasse | IV | 6 G |
| Hofenedergasse | II | 7 C | Karolinenplatz | IV | 6 G |
| Hofengasse (Brigittenau) | II | | Karolygasse | IV | 5 G |
| Hofgartenstrasse | I | 5 E | Kasernengasse | VI | 3 F |
| Hofgasse | V | 4 G | Katharinengasse | IV | |
| Hofmühlgasse | VI | 4 G | Kaunitzgasse | VI | 4 F |
| Hohenstaufengasse | I | 5 D | Kegeleggasse | III | 8 E |
| Hoher Markt | I | 6 D | Keilgasse | I | 5 D |
| Hohlweggasse | III | 7 G | Keinergasse | III | 8 F |
| Hornpostelgasse | VI | 3 G | Keplergasse (vor der Favoritenlinie) | IV | |
| Hofstallstrasse | VII | 4 E | Keplerplatz (v. d. F.-L.) | IV | |
| Hübnergasse | III | 8 F | | | |
| Hufgasse | II | 7 C | Kettenbrückengasse | { IV | 4 F |
| Humboldtgasse | IV | 6 H | | V | |
| Humboldplatz | IV | 6 H | Kinderspitalgasse | IX | 3 C |
| Hundsthurm (Am) | V | 3 G | Kirchberggasse | VII | 4 E |
| Hundsthurmerstrasse | IV | 4 G | Kirchngasse | VII | 3 E |
| dto. | V | 3 G | Kirchtaggasse (Brigittenau) | II | |
| Hungelbrunnngasse | IV | 5 H | Kirchtagplatz (Brigt.) | II | |
| | | | Klagbaungasse | IV | 5 G |
| I. | | | Kleeblattgasse | I | 5 D |
| Igelgasse | IV | 5 G | Kleingasse | III | 9 F |
| Invalidengasse | III | 7 E | Kleinschmidgasse | IV | 5 G |
| Irisgasse | I | 5 D | Kleppergasse | I | 5 D |
| | | | Kleppersteig | I | 5 D |
| | | | Klimschgasse | III | 8 G |
| | | | Klosterergasse | I | 5 E |
| | | | Klosterneuburgerstrasse | II | 5 A |
| | | | Knappengasse | III | 9 F |
| | | | Kochgasse | VIII | 3 D |
| J. | | | Köblgasse | III | 7 G |
| Jägerstrasse | II | 5 A | Köllnerhofgasse | I | 6 D |
| Jagdngasse (v. d. Favoritenlinie) | V | | Königsegggasse | VI | 3 F |
| Jakobergasse | I | 6 E | Körblergasse | I | 5 D |
| Jakoberhof | I | 6 E | Körnergasse | II | 7 C |
| Jesuitengasse | I | 6 D | Kohlngasse | V | 4 H |
| Johannngasse | V | 3 H | Kohlmarkt | I | 5 D |
| Johannesgasse | I | 6 E | Kohlmessergasse | I | 6 D |
| Johannitergasse | IV | 6 II | Kolowratring | I | 6 E |
| Jordangasse | I | 5 D | Kolingasse | IX | 5 C |
| Josefinengasse | II | 7 C | Kollergasse | III | 7 D |

| | | | | | |
|------------------------------|-----|-----|--------------------------------|------|-----|
| Kollergergasse | VI | 3 F | Liebenberggasse | I | 6 E |
| Kolonitzgasse | III | 7 D | Liechtensteinstrasse | IX | 4 C |
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Vol. LXXII.

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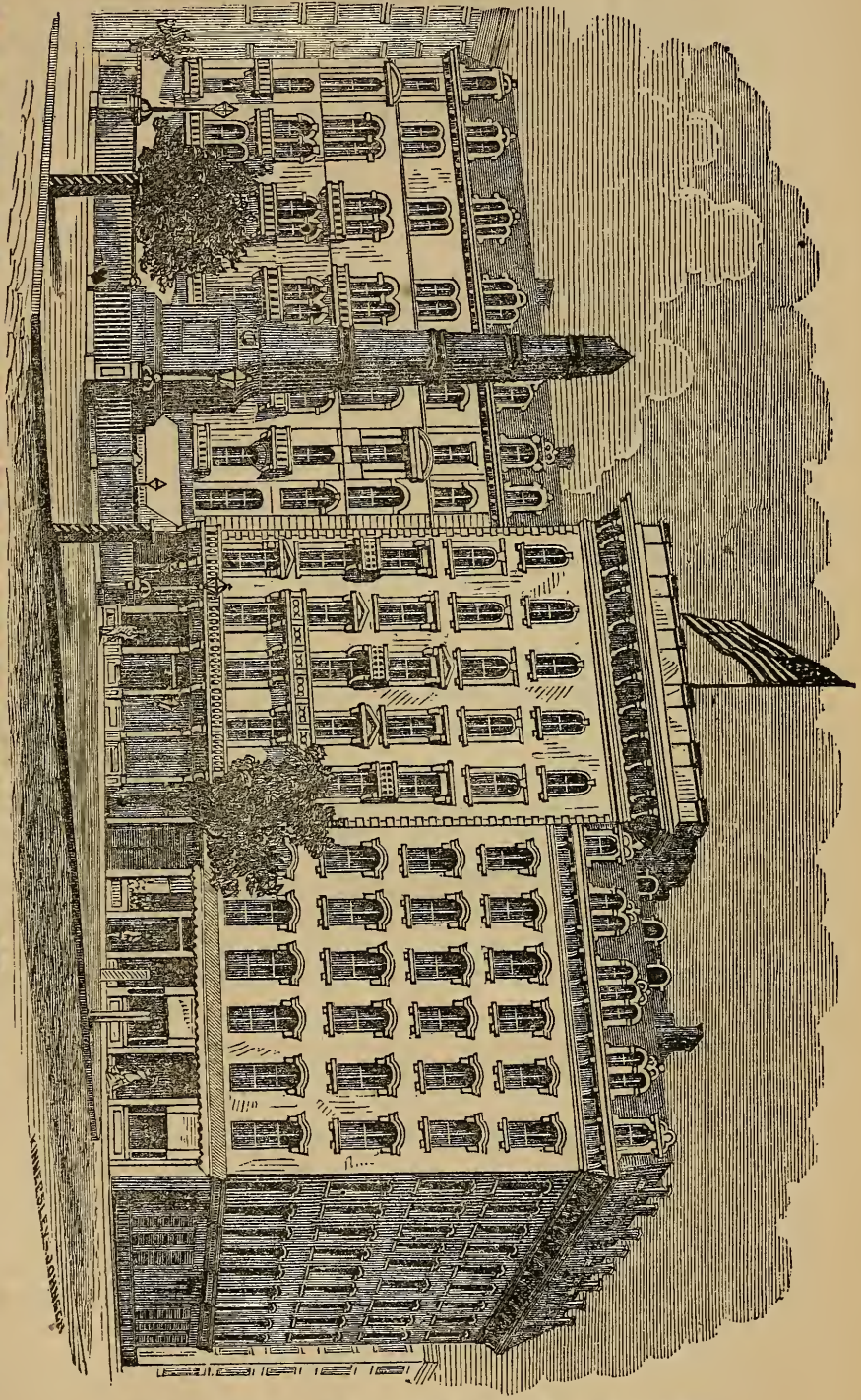
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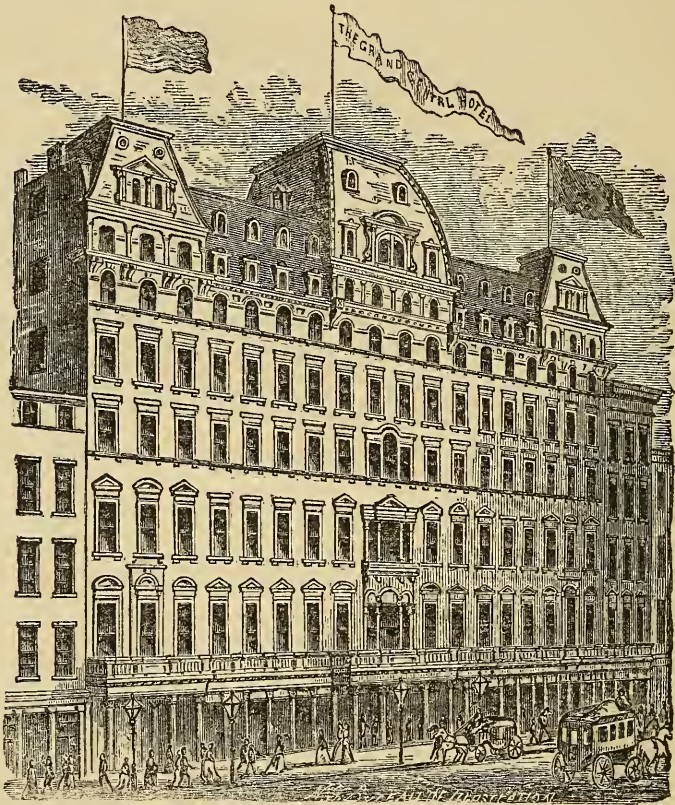
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ON THE EUROPEAN PLAN.

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The great advantages of this Hotel, with reference to its superior location, its vast size, unsurpassed accommodations and magnificent resources, render a statement of its claims to public patronage appropriate in this circular.

It is situated on Broadway opposite Bond, and occupies nearly the entire block between Bleecker and Amity Streets, including the following numbers: 667, 669, 671, 673, 675 and 677, of that thoroughfare, and 204 to 216 inclusive, on Mercer Street.

It is eight stories in height, and embraces more area than any hotel on this continent or in the world, and is capable of entertaining 1500 guests. It

contains 630 rooms, 200 of which are *en suite* of from two to four each suite, provided with large pantries, wardrobes, bath-rooms and closets, including hot and cold water in each, the remainder varying in size and location, which only a Hotel of such magnitude could possibly offer.

Its entrances, of which there are four, are broad and spacious, and lead to no less than five wide and commodious stairways, the main and principal one being entirely of marble.

In connection with the first floor, there are two large and powerful steam elevators, capable of conveying guests to the highest story, in 30 seconds, with intermediate rests on every floor.

The three extensive DINING ROOMS seat 600 guests at one time. The vast resources of the establishment in efficient servants, permitting that division of labor so essential to a prompt and impartial attention to the wants of all.

The furniture of the Hotel is of the newest and most elegant character, having been manufactured expressly for this house.

The carpets were made to order in Europe, of the richest and most expensive material, being of *Axminster* and *Wilton*. The parlor carpets were especially designed to add to the almost Eastern splendor of the Hotel, while the heaviest of French plate glass mirrors, together with the richest and latest ornamental furniture, add to the reception rooms and parlors all that the taste, the comfort and happiness of the guests could require.

Beneath the GRAND EXCHANGE is the Billiard Room, containing 18 tables, all new and of the most celebrated make.

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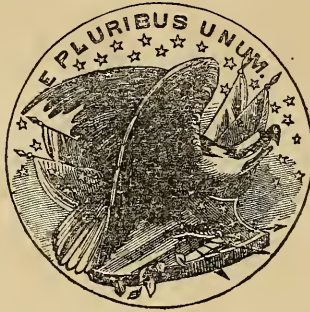
Notwithstanding all these great and unequalled advantages in *location*, *accommodation*, and even *splendor*, the proprietor wishes to say that the terms for board and rooms are only from \$3 to \$4 per day, according to the location of apartments.

He believes this will fill a great vacancy now felt by the public, where the highest comforts and first-class accommodations are offered at prices to meet the demands of the great *Mercantile community* and *Families*, which never before has been fully supplied.

Hoping to meet the approval and endorsement of the general public, and to prove worthy of their long and continued patronage, he respectfully and cordially invites an examination and trial of the superior comforts, accommodations and advantages above set forth.

H. Lyman Powers,
PROPRIETOR.

UNITED



STATES

1776.—International Exhibition—1876.

IN

Commemoration of the One Hundreth
 Birthday of the Nation.

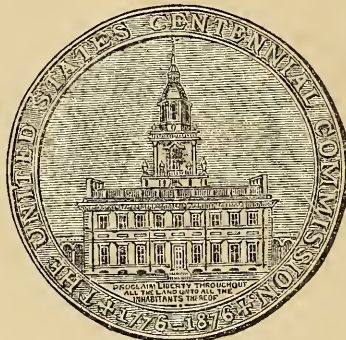
The Congress of the United States of America, having enacted that an International Exhibition should be held in the City of Philadelphia in 1876, public attention is now invited to the proposed programme.

This Exhibition is to be international and universal—international, inasmuch as all nations will be invited to participate in it; and universal, because it will include a representation of all natural and artificial products, all arts, industries, and manufactures, and all the varied results of human skill, thought and imagination.

The outlines of a simple yet comprehensive classification have been adopted. There will be ten departments, each subdivided in ten groups, and these again into classes. These details of this classification are now being elaborated, and will be published in due season, together with such rules and regulations as may be found necessary for the proper conduct and management of the exhibition.

It is intended that ample space shall be assigned to each state, territory, and foreign country, for a just and proper display of their products. It is believed that not less than fifty square acres of floor space, under roof, will be required for this purpose. A site combining the advantages of a sufficient extent of level ground, with picturesque and cultivated surroundings, easy of access by rail, water, and by ordinary roads, has been assigned for the buildings and grounds at Fairmount Park, in the City of Philadelphia.

The Exhibition to be opened on Wednesday, April 19th, 1876, with appropriate ceremonies, in which the President of the United States, the Members of the Cabinet, Governors of States, Senators,



etc., together with Representatives of all Foreign Nations, will participate.

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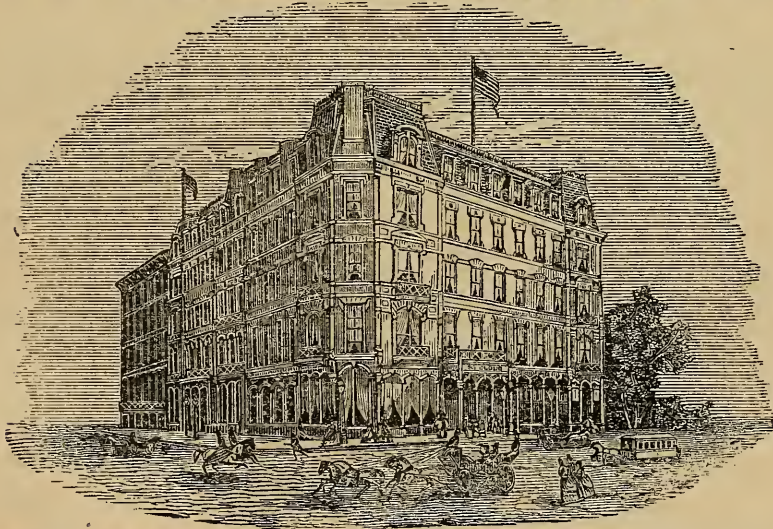


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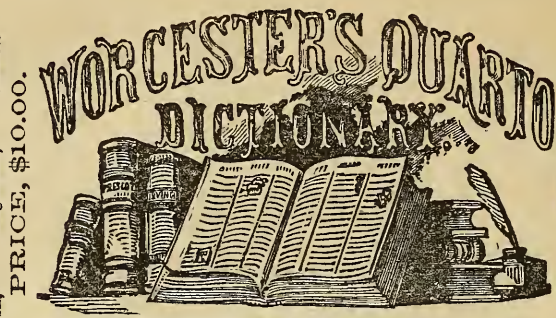
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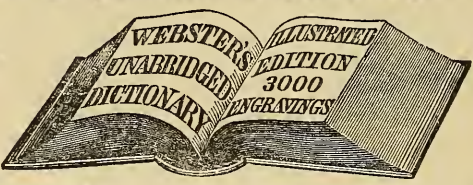
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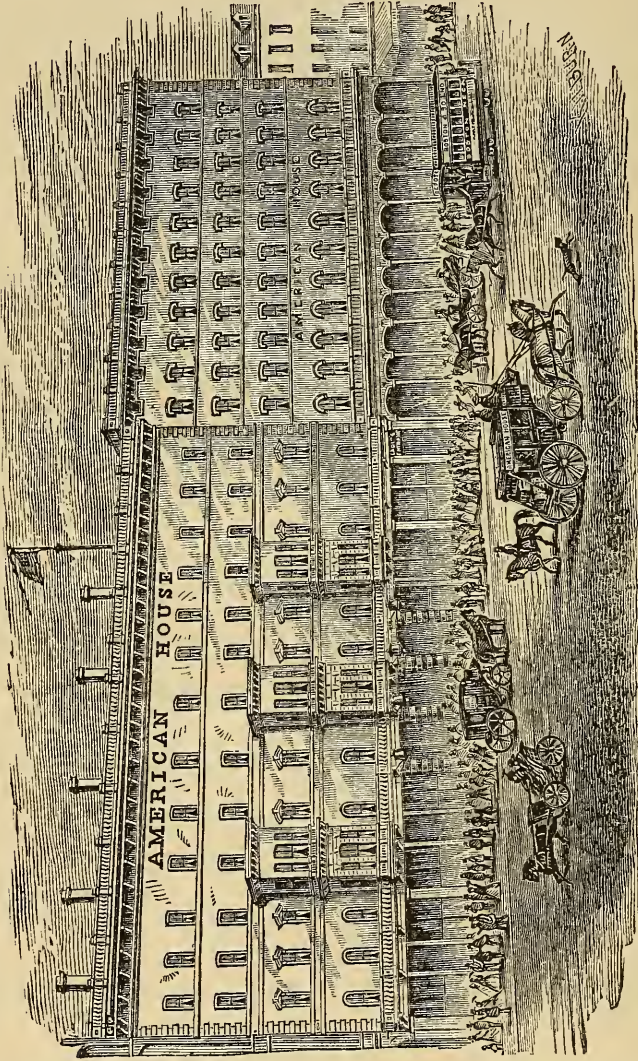
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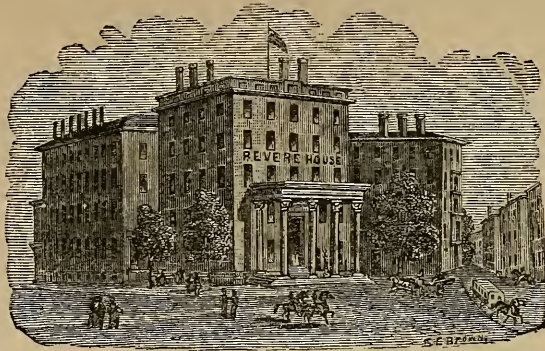
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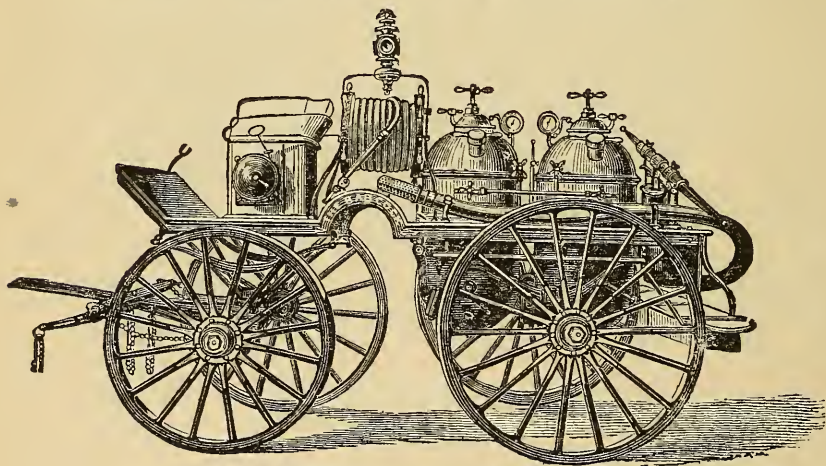
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EXTRACT FROM PREFACE

TO THE

“INDEX REGISTER.”

ALTHOUGH, no doubt, many of the cases mentioned in this volume have been disposed of and many others are insignificant in amount, sufficient remain to reward the labor of research, as the amount of money unclaimed, disputed, or in abeyance in Great Britain and its dependencies may be calculated, not by millions or tens of millions, but by hundreds of millions of pounds sterling. These figures at first startle the reader, but reference to a few facts will modify the doubt which at first sight may arise.

In a parliamentary return of the Court of Chancery, the amount of stock and securities unclaimed, exclusive of suitors' cash, is stated to be £47,579,579 19 1.

In the year 1850 there appeared a report on the defalcations of the registrar of one of the Supreme Courts of India, showing the misappropriation of upwards of 682,905 rupees, and in another case upwards of 500,000 rupees, out of funds in their hands, from unclaimed estates, the value of which may be guessed at from the above items of deficiency only.

Another parliamentary return, as to prize money, contains an item, showing that a very large sum has been withheld from the captors, which now amounts, with interest, to upwards of £600,000.

In the year 1804 a firm of army agents became bankrupt, and a sum of £66,000 and upwards was paid to the Crown, for dividends accruing to officers, creditors under the estate, now receivable by their representatives.

The above are but a few random facts and figures out of many within reach of every one, and will give some idea of the magnitude of sums involved in the words “Unclaimed” or “Disputed;” and when it is considered that the Bank of England, the East India House, the Treasury, the Court of Chancery, the Courts of Bankruptcy and Insolvency, the Army and Navy Prize and Pay Offices, and numerous other quarters, have unknown but very large sums coming under that denomination, the surprise will cease at the statement of hundreds of millions of money unclaimed not being a fiction, but a fact.

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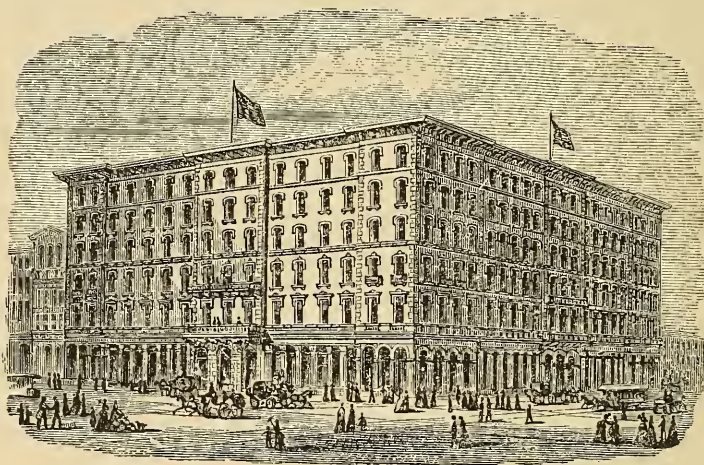
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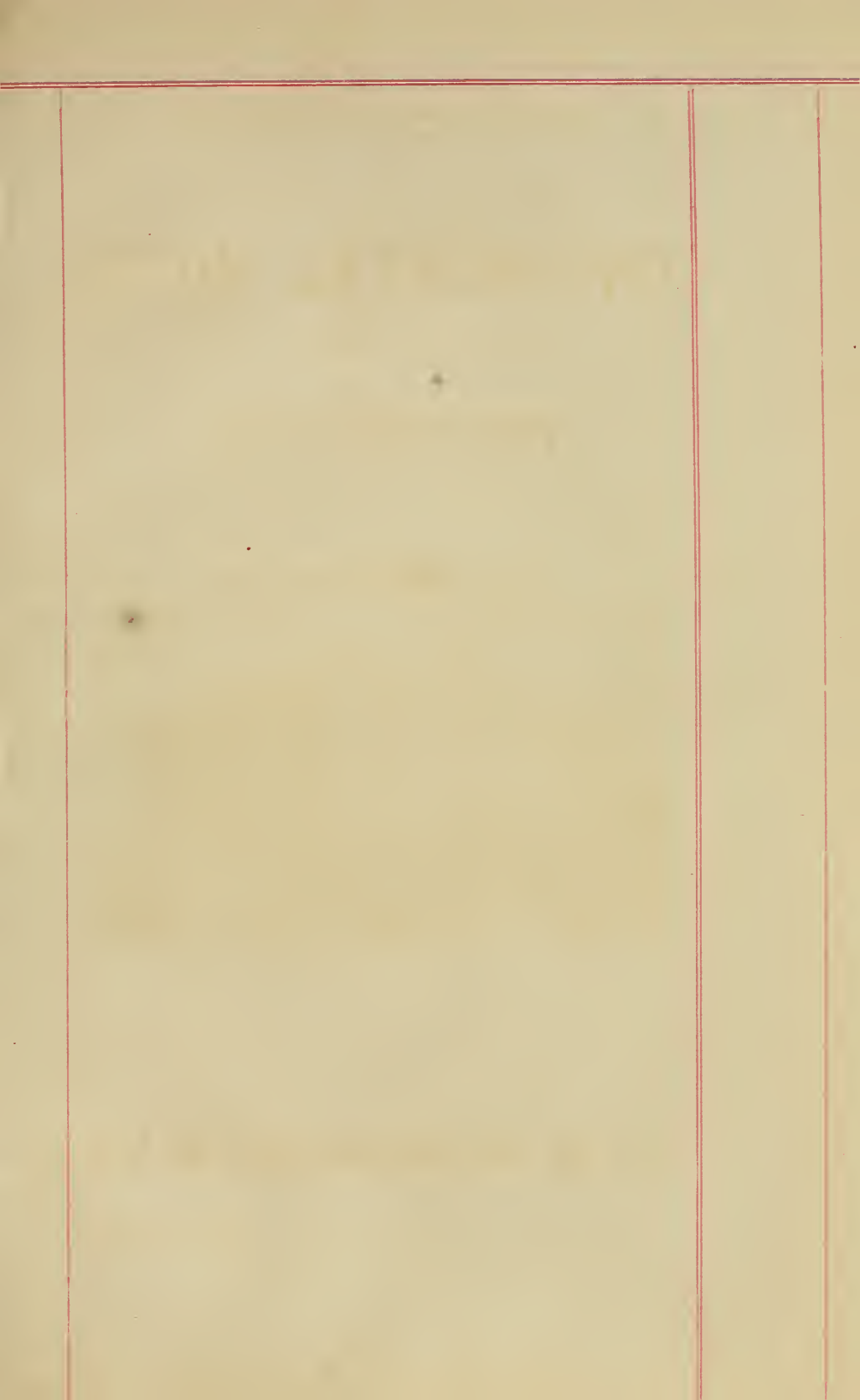
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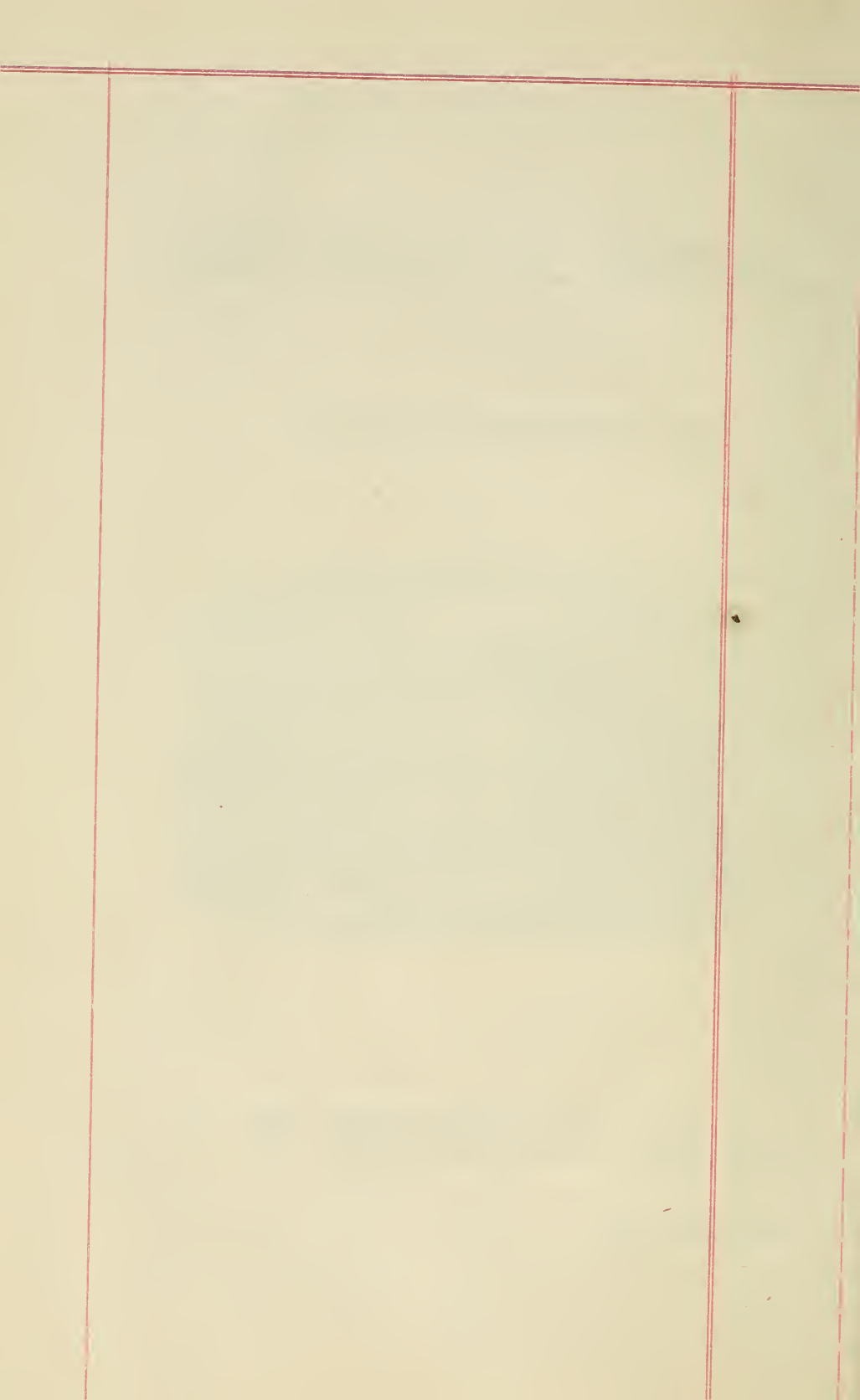
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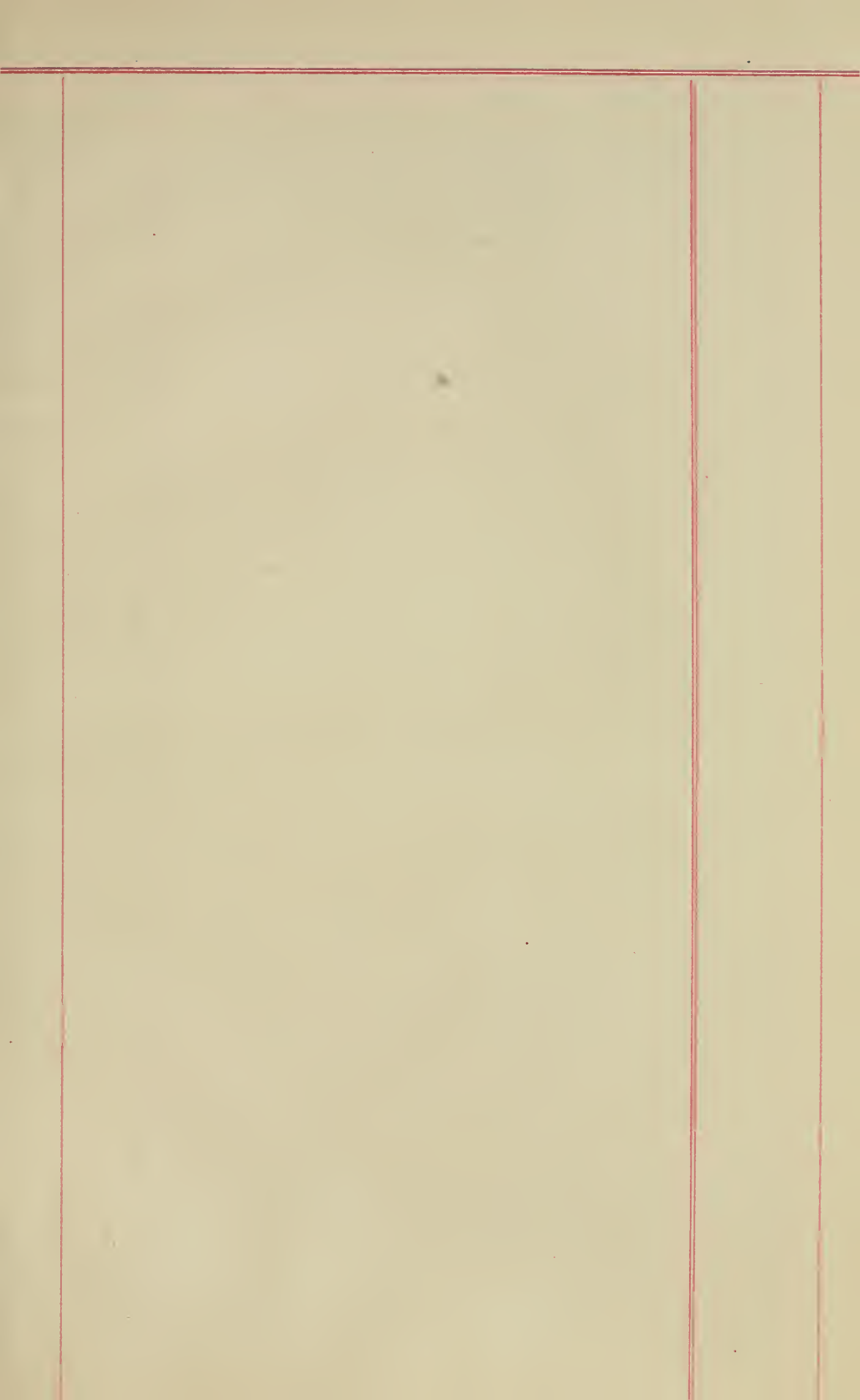


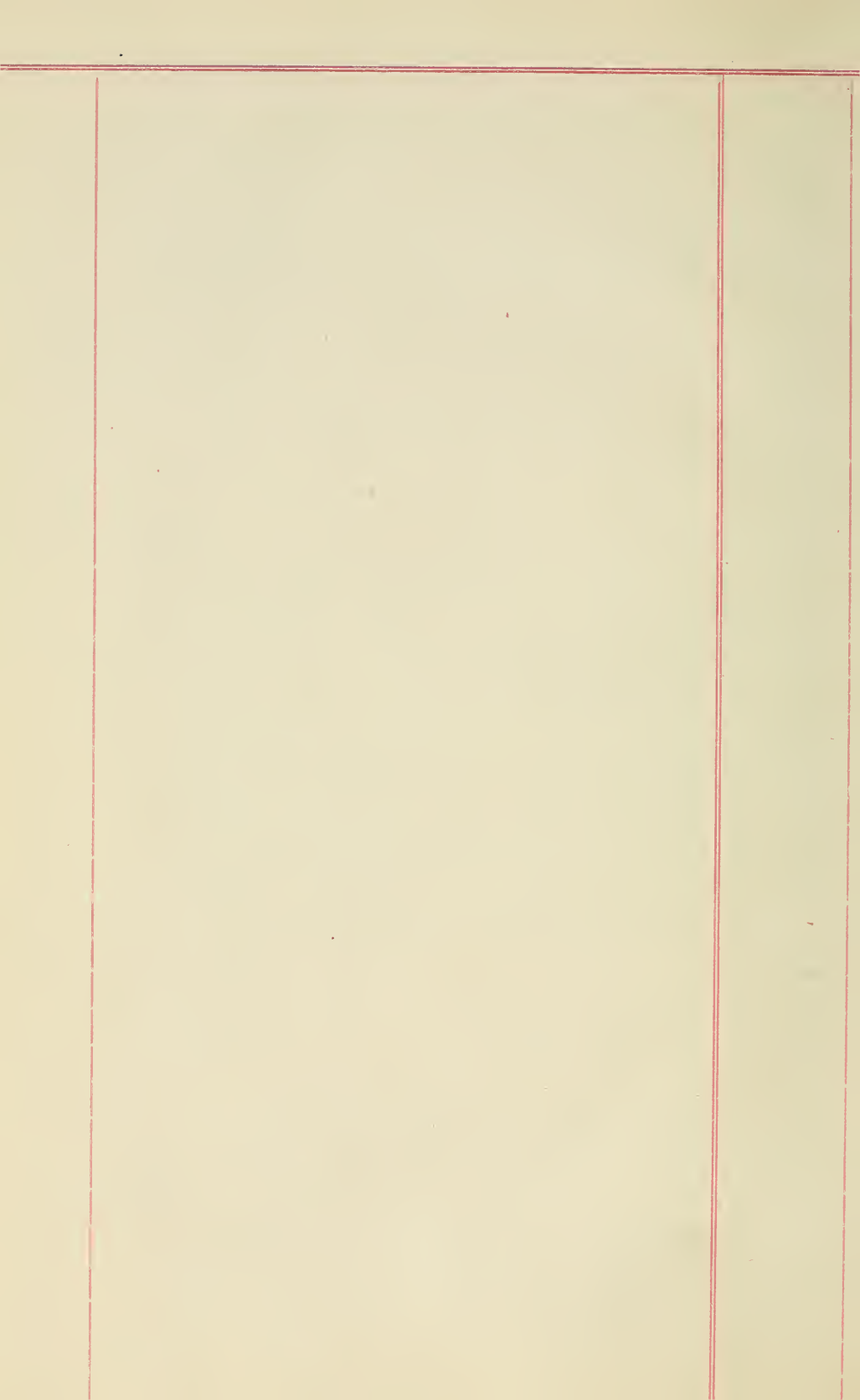
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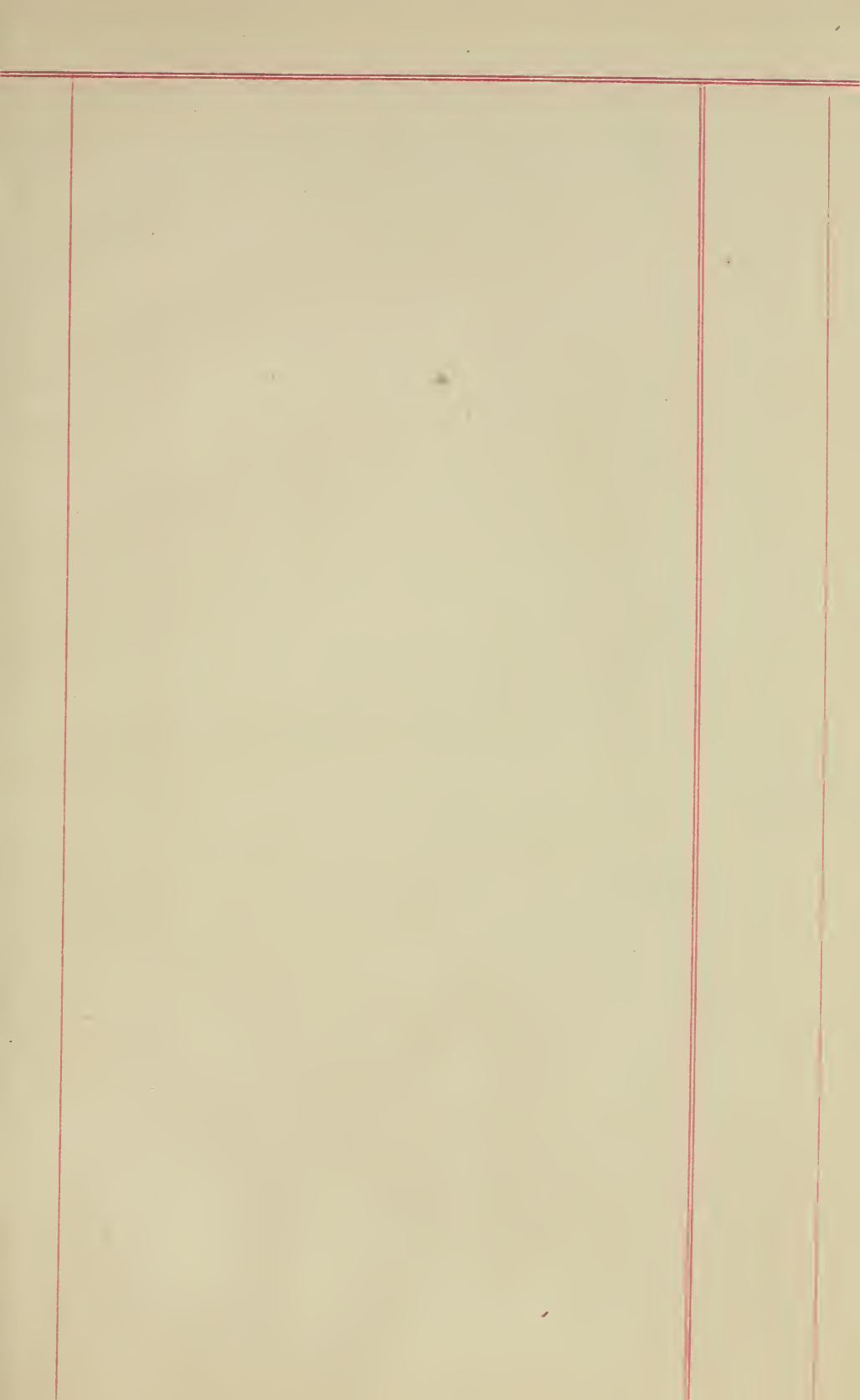
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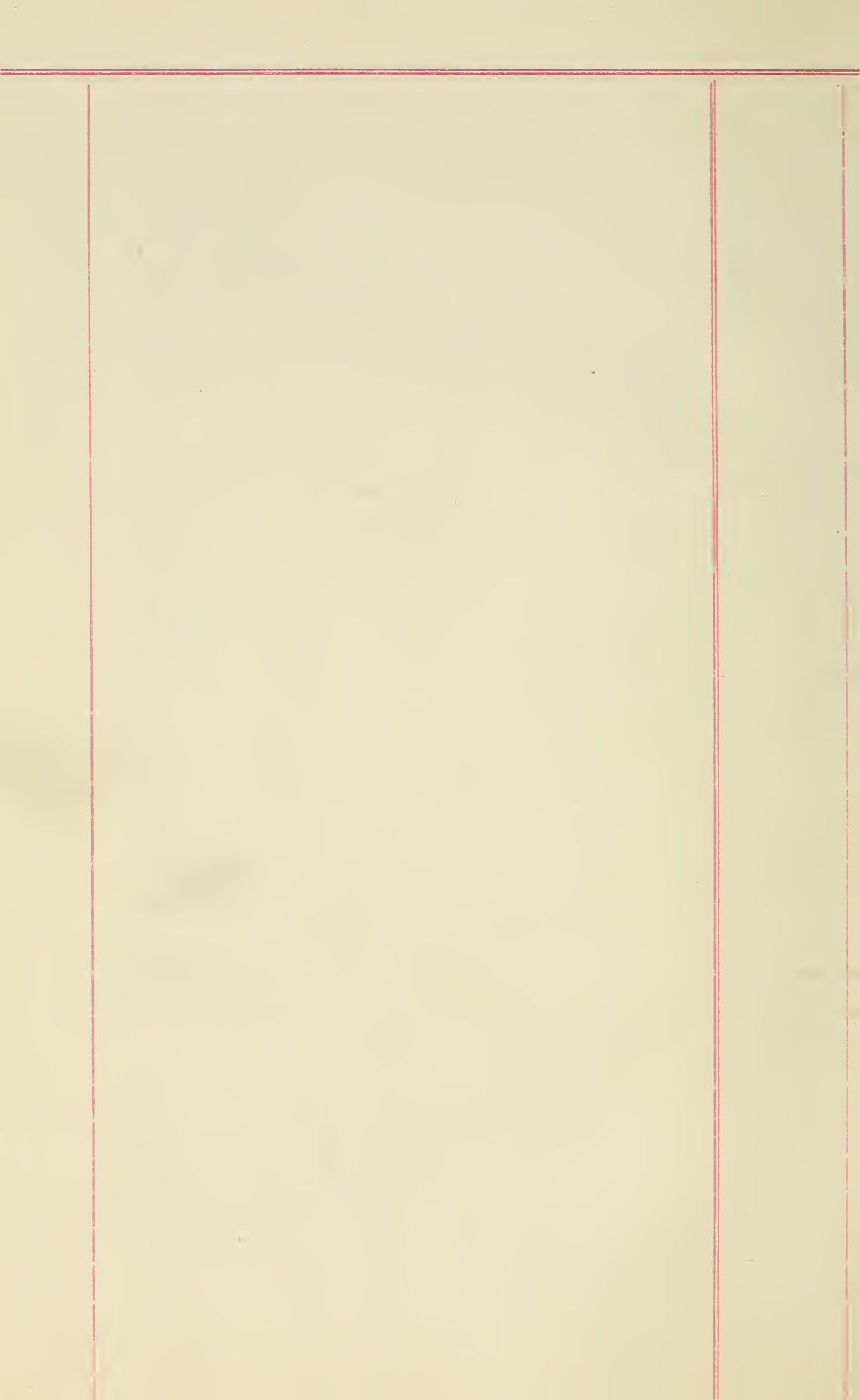


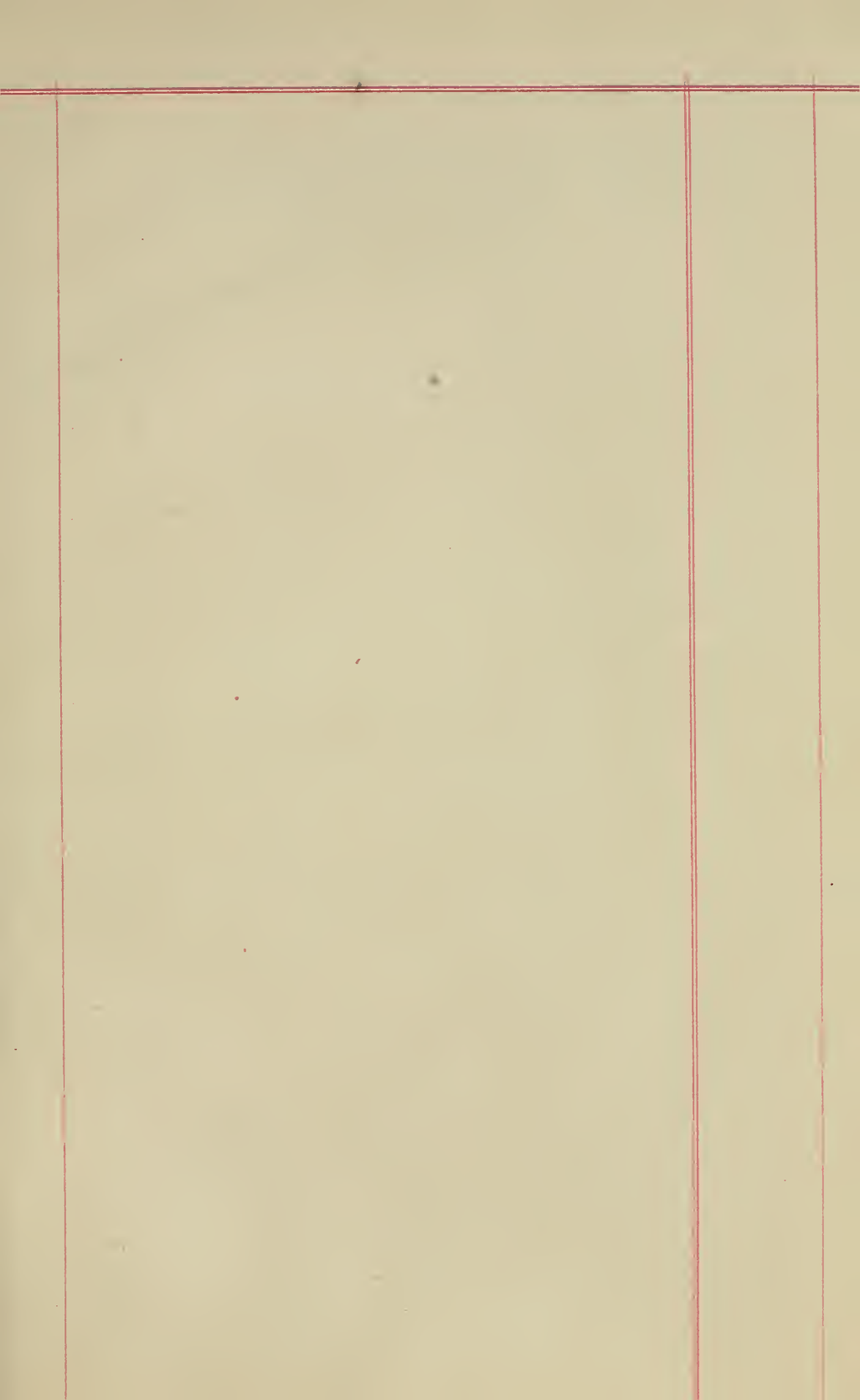


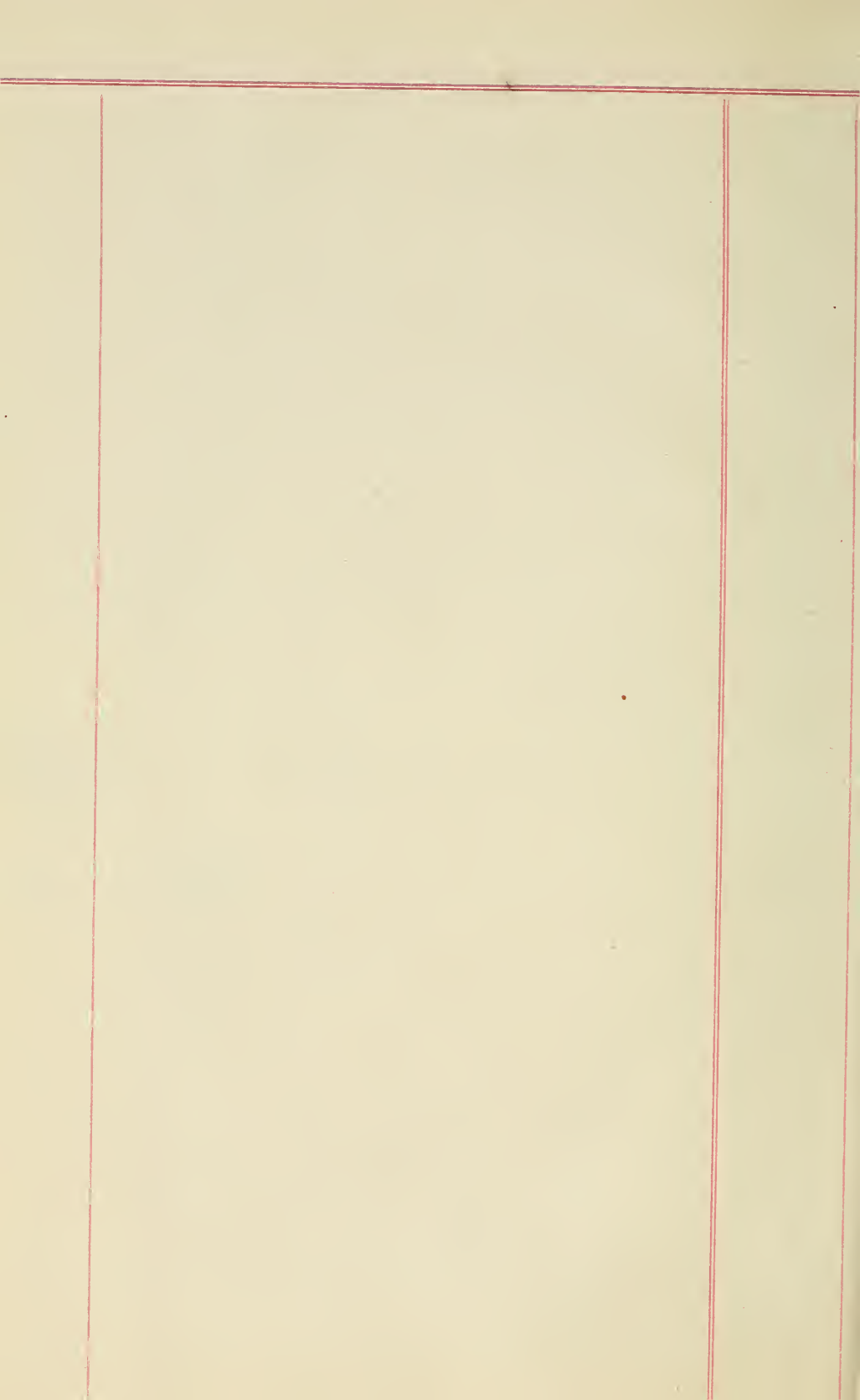


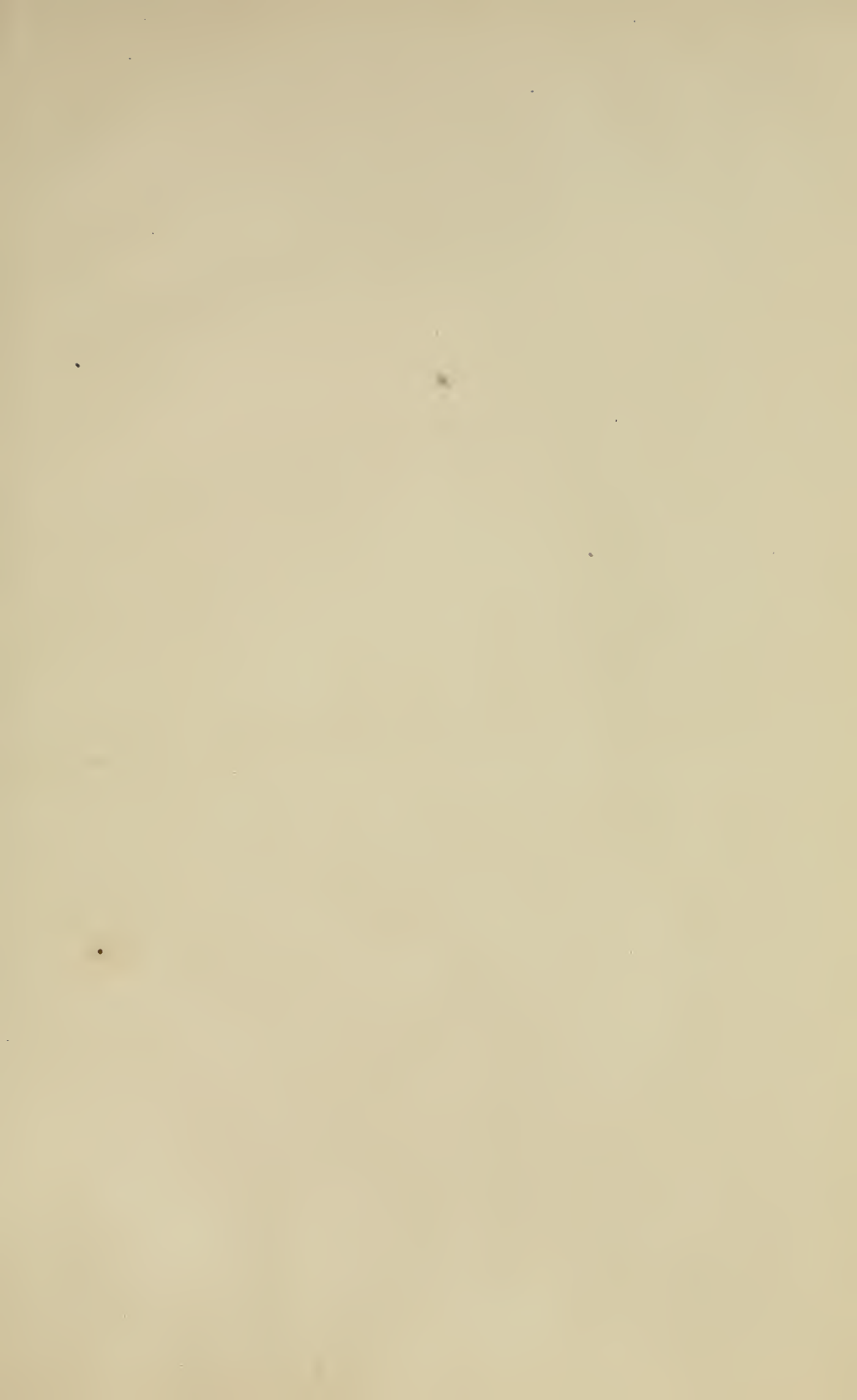












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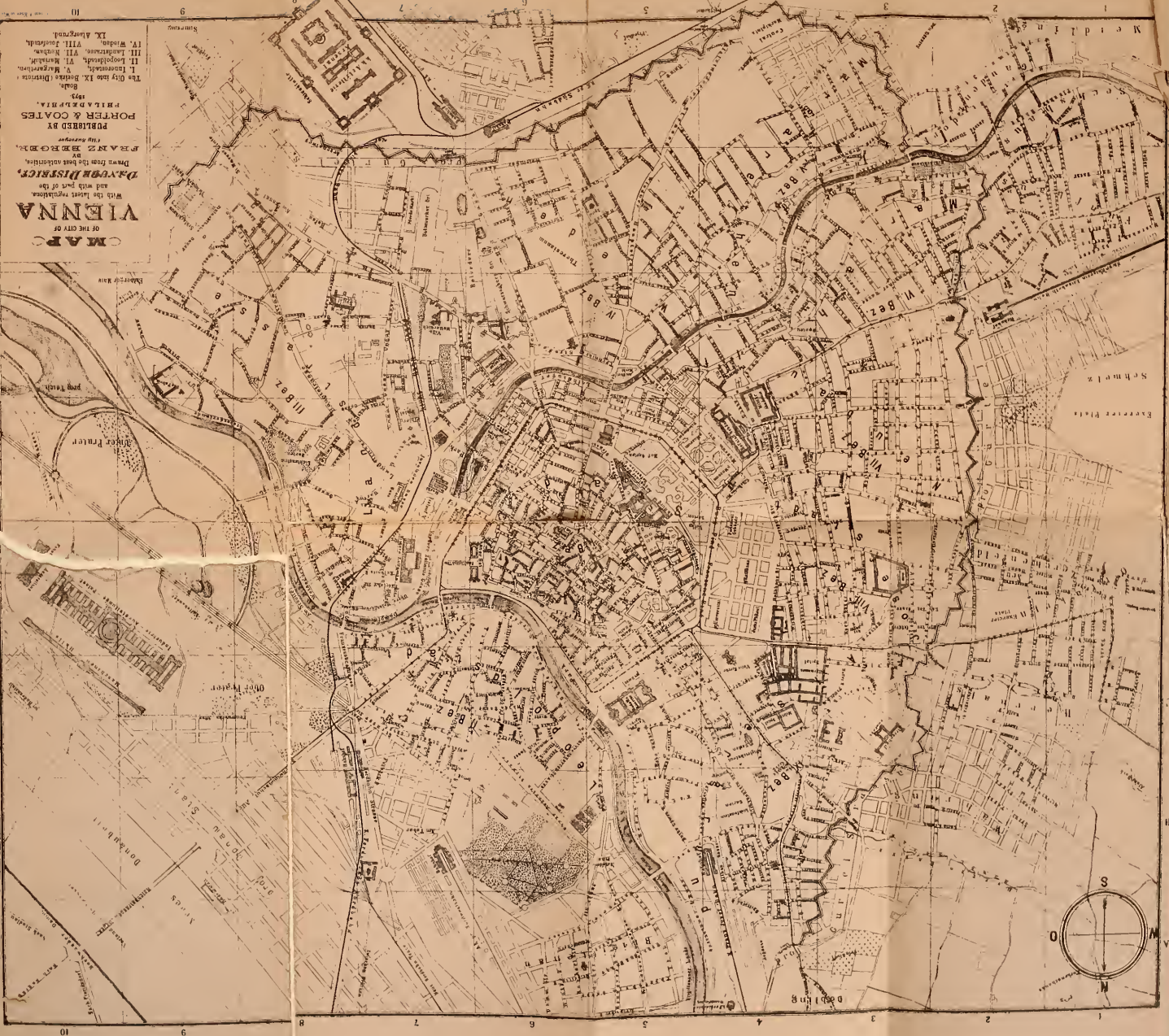


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