

Werk

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a day, but it would be safer to reckon on a daily expenditure of at least \$10 (2*l.*). An entire day (24 hrs.) spent on the train (*i.e.* a journey of 500-800 M.) costs, with Pullman car accommodation and meals, about \$20 (4*l.*). The cost of living varies considerably in different parts of the country, and New York, where most visitors land, is one of the most expensive cities in America. Comp pp xxvi. 9.

Passports, though not necessary in the United States, may be useful in procuring delivery of registered and poste restante letters.

Custom House. The custom-house examination of the luggage of travellers entering the United States is generally conducted courteously but often with considerable minuteness. Nothing is admitted free of duty except the personal effects of the traveller, and unusually liberal supplies of unworn clothing are apt to be regarded with considerable suspicion. Residents of the United States may not introduce free clothing or other personal effects purchased abroad of a greater total value than \$100. The traveller should be careful to 'declare' everything he has of a dutiable nature, as otherwise it is liable to summary confiscation (comp. p. xix).

Time. For the convenience of railways and others a *Standard of Time* for the United States was agreed upon in 1883, and a system adopted by which the country was divided into four sections, each of 15° of longitude (1 hr.). *Eastern Time*, or that of the 75th Meridian, prevails from the Atlantic Coast to a line running through Detroit, Buffalo, Pittsburg, and Charleston. *Central Time* (of Meridian 90), 1 hr. slower, extends thence to a line running from Bismarck (N.D.) to the mouth of the Rio Grande. *Mountain Time* (105° lon.) extends to the W. borders of Idaho, Utah, and Arizona. *Pacific Time* (120°) covers the rest of the country. Thus noon at New York is 11 a.m. at Chicago, 10 a.m. at Denver, and 9 a.m. at San Francisco. True local or mean solar time may be anywhere from 1 min. to 30 min. ahead or behind the standard time. In some cases, where the local clocks keep true time and the railway clocks keep standard time, the results are confusing; but the new system is a vast improvement on the former multiplicity of standards, and railway time, except near the dividing lines, is now universally employed locally.

II. Voyage from Europe to the United States.

The chief routes from Europe to the United States are indicated in B 1 (comp. also p. 6); and the steamers of any of the companies there mentioned afford comfortable accommodation and speedy transit. The fares vary considerably according to season and the character of the vessel, but the extremes for a saloon-passage may be placed at \$50 (10*l.*) and \$500 (100*l.*), the latter sum securing a suite of deck-rooms on the largest, finest, and quickest boats in the service. The average rate for a good stateroom in a good