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1. From Europe to New York.

An overwhelming proportion of European visitors to the United States land at New York, and the following brief notes on the chief oceanic routes to that port may prove serviceable. Lines also run from European ports to Boston (see p. 81), Philadelphia (p. 230), Baltimore (p. 268), etc. For general hints as to the voyage, see p. xxx.

a. From Liverpool to New York.

This is the route followed by the *White Star* and *Cunard* steamship companies. The fastest steamers take about 6½ days from port to port (comp. p. 4), the slowest 8-9 days. The distance varies from 3000 to 3100 nautical miles (ca. 3400-3550 Engl. M.) according to the course followed. New York time is about 5 hrs. behind that of Liverpool.

The Cunarder '*Lucania*' holds the record for the fastest passages from New York to Queenstown (5 days 8 hrs. 38 min.) and from Queenstown to New York (5 days 7 hrs. 23 min.).

Liverpool, see *Baedeker's Handbook to Great Britain*. Passengers usually board the Atlantic steamers from the Landing Stage. As we pass down the wide estuary of the *Mersey*, we see the crowded docks of Liverpool to the right, while to the left lies *New Brighton*, with its pier, fort, and lighthouse. The mouth of the river is marked by a lightship, which we reach in about 2 hrs. after starting. Farther on, in clear weather, we see the Welsh coast to the left (S.), where the *Little* and *Great Orme's Heads* are the most prominent points, backed by the distant *Snowdon Group*. A little later we skirt the N. coast of the *Isle of Anglesey*, then turn to the left, and steer to the S.W. through *St. George's Channel*, soon losing sight of land. The *Skerries*, with a lighthouse, lie off the N.W. point of Anglesey.

The first part of the Irish coast sighted is usually *Carnsore Point*, in *Wexford*, the S.E. corner of the island. In about 12-15 hrs. after leaving Liverpool we enter the beautiful inner harbour of *Queenstown* (about 240 knots from Liverpool), where a halt is made to take on board the mails and additional passengers. Sometimes the halt is long enough to allow a visit to Queenstown, beautifully situated on *Great Island*, or even to (10 M.) *Cork*, which may be reached either by rail (½ hr.; seats to the left) or by the river *Lee*.

On leaving Queenstown, we skirt the S. coast of Ireland for some distance, passing several bold rocky headlands. The last piece of European land seen is usually the *Fastnet Rock* (lighthouse), off *Cape Clear Island*, 60 M. to the S.W. of Queenstown.

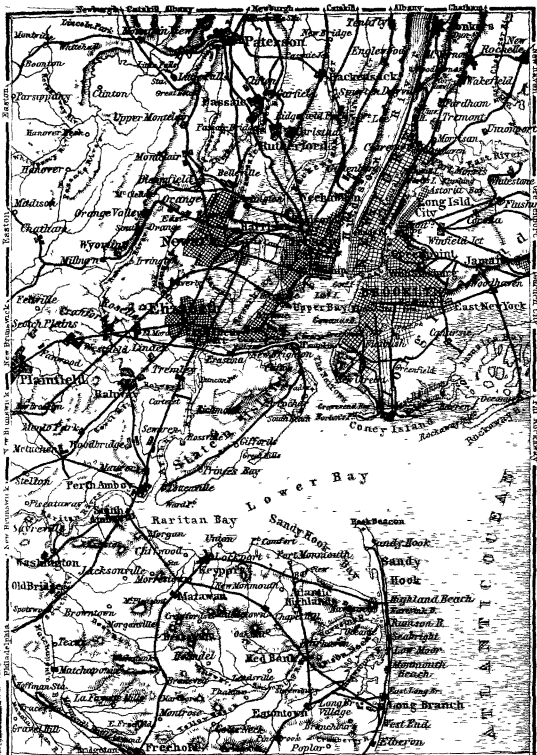
In crossing the Atlantic Ocean from E. to W. the steamer descends through about 11 degrees of latitude (Queenstown 51° 50' N. lat., New York 40° 42' 43"). The course varies somewhat according to the season of the year and from other causes. The northerly route

(followed from July to Jan.) takes the steamers over the *Grand Bank of Newfoundland* (30-80 fathoms), while the southerly route followed for the rest of the year passes to the S. of it. Among the few events which cause a break in the similarity of day to day are the occasional sight of an *Iceberg* (an object of great beauty), usually seen above 42° N. lat. and between 45° and 50° E. long., and the passing of other vessels. Whales, dolphins, porpoises, etc., are also seen from time to time. The 'day's run' of the steamer, given in nautical miles (7 'knots' = about 8 Engl. M.), is usually posted up every day at noon in the companion-way. The traveller should remember that his watch will gain about $\frac{3}{4}$ hr. daily in going W. and lose the same amount in going E.

The following list of the colours of the funnels ('smoke-stacks') of the principal steamship-lines will help the traveller to identify the steamers he meets. *Allan*, red, with black and white bands and black top; *American*, black, with white band; *Anchor*, black (English flag); *Compagnie Générale Transatlantique*, red, with black top (French flag); *Cunard*, red, with black top; *Hamburg*, buff (express steamers) or black (German flag); *Holland-America*, black, with green and white bands; *North German Lloyd*, buff; *Red Star*, black, with white band; *White Star*, salmon, with black top.

The competition among the pilots of New York was formerly so keen that the pilot-boat often met the steamer hundreds of miles from land; but this custom has been superseded by the use of steam pilot-boats. The pilot dues vary with the draught of the vessel, but average about \$230 (46l.) for taking the vessel in and out. The first American land sighted is usually either *Fire Island* (p. 63) or the *Navesink Highlands* (p. 245), each with a lighthouse. About 3 hrs. after sighting land we approach *Sandy Hook Bar*, the Highlands standing out boldly to the left. The time of the voyage is reckoned to (or from) *Sandy Hook Light Ship*. The chief passage across the bar is afforded by the *Gedney Channel*, which is marked by six buoys with red and white electric lights and is available for large vessels at all states of the tide. Smaller ships may use the *South Channel*. We leave the lighthouse of *Sandy Hook* (p. 245; white light) to the left, enter the *Lower Bay of New York* (p. 24), and steer to the N. toward the *Narrows*, or entrance to *New York Bay* proper (p. 24), between the wooded *Staten Island* (p. 55) on the left and *Long Island* (p. 61) to the right. On the former are *Fort Wadsworth*, *Fort Tompkins*, and a lighthouse; on the latter lies *Fort Hamilton*, while on a rocky island in the channel is *Fort Lafayette*, where many Southern prisoners were confined during the Civil War. About 3 M. farther up is the *Quarantine Station*, off which all vessels anchor until they have been cleared by the officer of the Board of Health. The custom-house officers also usually come on board here (see p. xix). Cases of contagious diseases are taken to two Quarantine islands in the Lower Bay, off *South Beach* (p. 56). About halfway between the Quarantine Station and New York, to the left, is *Robin's Reef*, with a white lighthouse.

As we advance up the beautiful **New York Harbour* (p. 24),



VICINITY OF NEW YORK.

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15
 Statute Miles 1 : 560 000 0 2 4 6 8 10 12 14 16
 Kilometres



the city of *Brooklyn* (p. 57) lies to the right and *Jersey City* (p. 56) to the left, while *New York* lies straight ahead. *Liberty* or *Bedloe's Island*, with the colossal statue of *Liberty enlightening the World*, lies nearly in mid-channel, while *Governor's Island*, with its old fort, barracks, and military museum, lies to the right, close inshore. To the left, beyond *Bedloe's Island*, is the small *Ellis Island*, where emigrants now land and are taken care of until they can be forwarded to their final destinations (comp. p. 26). The large buildings have been re-erected since a fire in 1897. The wonderful **Brooklyn Bridge* (p. 31), spanning the *East River* (p. 24) and connecting *New York* with *Brooklyn*, is seen to the right.

The *Statue of Liberty*, on *Bedloe's Island*, presented to the United States by the French Republic, in commemoration of the 100th anniversary of the Declaration of Independence, was designed by *Auguste Bartholdi* and erected in 1886. It is 151 ft. high (to the top of the torch), is made of copper and iron, and weighs 225 tons. The granite pedestal on which it stands, designed by *R. M. Hunt*, is 155 ft. high and was contributed by citizens of the United States. A stairway ascends inside the figure to the head, which can accommodate 40 persons and commands a magnificent **View of New York and its vicinity* (nearly as good from the first balcony). At night the torch is lit by electricity. Steamers run at frequent intervals to *Bedloe's Island* from the *Battery* (see p. 26; return-fare 25 c.).

As the steamer approaches her dock, in the *North (Hudson) River*, the conspicuous features in *New York* include the *Produce Exchange* (p. 26), with its square Florentine tower; the *Washington Building* (p. 27), the *Bowling Green Building* (p. 27), and many others in *Broadway* (p. 27), almost hiding the spire of *Trinity Church* (p. 28); the *St. Paul* (p. 29) and *Park Row Buildings* (p. 30); and the lofty gilded dome of the *World Building* (p. 30). Passengers are landed directly on the wharf, attend to the custom-house examination of their baggage (comp. p. xix), and then drive to their destination, either taking their trunks with them or entrusting them to one of the numerous transfer-agents or express-agents who meet the steamer (comp. p. xxii).

New York, see R. 2.

b. From Southampton to New York.

In 1893 the *Inman Line* was reconstituted as the *American Line* (*International Navigation Co.*), sailing under the American flag, and changed its starting-point from *Liverpool* to *Southampton* (3075 knots to *New York*; 6½-7½ days). Passengers are conveyed from *London* to *Southampton* (¼ hr.), where they embark at the new *Empress Dock*. *Southampton* time is 4 hrs. 54 min. ahead of that of *New York*.

Southampton, see *Baedeker's Great Britain*. The steamer descends *Southampton Water* and passes through the *Solent*, affording a good view of *Hurst Castle* to the right and of the *Needles* to the left (lighthouse; red flashing light). The time of the voyage is reckoned from this point. To the right lie *St. Alban's Head*, the *Bill of Portland*, and *Start Point* (white flashing light). *Eddystone Lighthouse* (one fixed and one flashing light) is seen to the right, in *Plymouth Bay*. The last point seen of the English mainland is *Lizard Head*, in

Cornwall, and the last European land sighted is the *Scilly Isles* (light-house), about 30 M. to the S.W. of the Land's End. — The rest of the voyage is similar to that described in R. 1a.

c. From Hamburg to New York.

The EXPRESS STEAMERS of the *Hamburg-American Line* ply to New York viâ Southampton and Cherbourg ($7\frac{1}{2}$ -8 days; from Southampton to Cherbourg, 78 M., in 5 hrs.; from Cherbourg to New York, 3027 M., in $6\frac{1}{2}$ -7 days), and the MAIL STEAMERS run to New York direct (3505 knots, in 10-11 days).

The Express Steamers start from *Cuxhaven*, at the mouth of the Elbe, 58 M. from Hamburg, to which passengers are forwarded by special train, while the other boats start from Hamburg (see *Baedeker's Handbook to Northern Germany*) itself (wharf at the Grosse Grasbrook). At Cuxhaven, Southampton, and Cherbourg passengers embark by tenders. Passengers are carried between London and Southampton and between Paris and Cherbourg free of charge, by special trains. New York time is 4 hrs. 54 min. behind that of Southampton and 5 hrs. 35 min. behind that of Hamburg.

Leaving *Cuxhaven*, the steamer steers to the N.W., passing the three *Elbe Lightships* and affording a distant view of the red rocks of *Heligoland* to the right. Various other German, Dutch, and Belgian lights are visible. The first English lights are those of the *Galloper Lightship* and the *Goodwin Sands*, while the first part of the coast to come in sight is usually near *Dover*. Farther on we pass through the *Straits of Dover*, with the English and French coasts visible to the right and left. The steamer of the direct service keeps on her way through mid-channel, while the express-steamer hugs the English coast, passing *Dungeness*, *Beachy Head*, and various lightships. *Hastings*, between Dungeness and Beachy Head, and *Brighton*, 15 M. to the W. of the latter, are sometimes visible. In front appears the picturesque *Isle of Wight*, with *Ryde*, *Cowes*, and the towers of *Osborne*, the marine home of Queen Victoria. The steamer passes through the sheltered *Spithead Roads*, between the Isle of Wight and the mainland (with *Portsmouth* to the right), and enters *Southampton Water* (430 knots), where it generally anchors off *Calshot Castle*, to receive the British mails and passengers from *Southampton* (see *Baedeker's Great Britain*). After leaving Southampton, the steamer proceeds to Cherbourg to take on passengers from Paris and the South and the French, Continental, and Eastern mails. The remainder of the route to New York is similar to that of R. 1b. The docks of the Hamburg Co. are at *Hoboken* (p. 56), on the W. side of the *North River*, whence passengers are conveyed to New York by large ferry-steamers.

d. From Bremen to New York.

The EXPRESS STEAMERS of the *North German Lloyd* (*Norddeutscher Lloyd*) run to *New York* (3560 knots, in 7 days) viâ *Southampton*, but others run to New York direct. The steamers start from (40 M.) *Bremerhaven*, at the mouth of the *Weser*, to which passengers are forwarded by special train. See *Baedeker's Northern Germany*. The 'Kaiser Wilhelm der Grosse' of this line holds the record for the quickest passages across the Atlantic from Southampton to New York (5 days 20 hrs.) and vice versâ (5 days 17 hrs. 8 min.). New York time is $5\frac{1}{2}$ hrs. behind that of Bremen.

On issuing from the mouth of the *Weser*, the steamer steers to the N.W., with the *Jahdebusen* opening to the left. A little farther on it passes the *East Frisian Islands*. The rest of the voyage is similar to that described in R. 1c. *Southampton* is about 460 M. from Bremerhaven.

e. From Havre to New York.

This route is followed by the French steamers of the *Compagnie Générale Transatlantique*. The distance is 3095 knots and the average time — 7-8 days. New York time is 5 hrs. behind that of Havre.

Havre, see *Baedeker's Handbook to Northern France*. The steamer steers out into the *English Channel*, affording distant views of *Cape La Hague* and the *Channel Islands* to the left, and of the *Scilly Islands* to the right. The farther course of the voyage resembles that of the steamers of the German and American lines, as above described.

f. From Antwerp to New York.

This is the route of the *Red Star Line* (3340-3410 knots, in 8 days). New York time is 5¼ hrs. behind that of Antwerp.

Antwerp, see *Baedeker's Handbook to Holland and Belgium*. The steamer descends the *West Schelde*, with the Dutch province of *Zealand* on either side, passes (40 M.) *Flushing*, on the island of *Walcheren* (right), and enters the *North Sea*. In very clear weather the towers of *Bruges* and *Ostend* may sometimes be distinguished to the left farther on. Several light-ships are passed, and the first English land sighted is the *South Forelands*, high chalk cliffs, with two fixed electric lights. Their subsequent course is similar to that of the German, French, and American Line steamers (see above).

g. From Rotterdam or Amsterdam to New York.

This is the route of the *Holland-America Line*, sailing under the Dutch flag (3400 M., in 9¼-10½ days). The steamers from Rotterdam call at *Boulogne*, those from Amsterdam proceed direct to New York.

Rotterdam and *Amsterdam*, see *Baedeker's Belgium and Holland*. The Rotterdam steamers descend the *Maas* or *Meuse* and the *Nieuwe Waterweg* (canal), passing the *Hoek van Holland* at its mouth, and enter the *North Sea*. — The Amsterdam steamers reach the North Sea by the *Noordzee Kanaal*, 15 M. in length. — The subsequent course in each case is similar to that described in R. 1f.

h. From Glasgow to New York.

This is the route of the *Anchor Line* and the *Allan Line* (2900 knots, in 9-10 days; *Moville*, 2780 knots, in 8-9 days). Passengers may join the steamer at *Glasgow*, *Greenock*, or *Moville*. The difference of time between Glasgow and New York is 4¾ hrs.

Glasgow and the beautiful voyage down the *Firth of Clyde* are described in *Baedeker's Handbook to Great Britain*. Among the chief points passed are *Dumbarton* (r.), *Greenock* (l.), *Gourock* (l.), *Toward Point* (l.), the *Isle of Bute* (r.), the *Cumbræ Islands* (l.), the *Isle of Arran* (r.), and *Ayr* (l.). On leaving the estuary of the

river the steamer rounds the *Mull of Cantyre* (right) and proceeds to the W. along the N. coast of Ireland, passing the island of *Rathlin* and affording a distant view, to the left, of the *Giant's Causeway*. It then ascends *Lough Foyle* to *Moville*, the port of *Londonderry*, where mail and extra-passengers are taken on board. On issuing from Lough Foyle the steamer steers at first to the W. and then, after passing *Malin Head*, the northernmost point of Ireland, to the S.W. The last part of Ireland seen is usually *Tory Island* (lighthouse) or the island of *Arranmore*, off the coast of *Donegal*. The general course followed across the Atlantic by the Glasgow steamers is considerably to the N. of that of the Liverpool boats, not joining the latter till the *Banks of Newfoundland* (p. 2), with their fogs and icebergs.

2. New York.

Arrival. Railway Stations. Steamers.

Arrival. Strangers arriving in New York by sea will find an explanation of the custom-house formalities at p. xix. All the main steamship landings are near tramway-lines (p. 12), and numerous hacks and cabs are always in waiting (bargaining advisable; fare to hotel for 1-2 pers., luggage included, at least \$3). A few hotels send carriages to meet the European steamers. Transfer Agents (see pp. xxii, 15) are also on hand to receive trunks and forward them to any address (25-50 c.). Travellers landing on the New Jersey (or W.) side cross to New York by ferry, and will generally find it convenient to do so in cabs. Those coming by railway from the S. and W. cross the river by ferries in connection with the railways, and claim their baggage at the ferry-house in New York (see below). Travellers from Canada and the North, or from the West by the N. Y. C. R. R. route, arrive at the Grand Central Depot (see p. 40), in the heart of the city, and may use the Elevated Railway (see p. 10) to reach their city destination. Cab-fares, see p. 13.

Railway Stations (Depots). The *Grand Central Station*, E. 42nd St., between Lexington and Vanderbilt Avenues, is the only terminal station in New York proper. It is a large, handsome, and well-arranged building (restaurant in the basement), and is used by the trains of the New York Central & Hudson River Railroad (entr. from Vanderbilt Ave; for Canada and the N., Chicago and the W., etc.), the New York & Harlem Railroad (entr. in Vanderbilt Ave.), and the New York, New Haven, & Hartford Railroad (entr. in 42nd St.; for Boston and New England, etc.). — Some local trains of the Hudson River Ry., for stations up to Spuyten Duyvil (p. 166), start from the station at Tenth Ave. and W. 30th St., while others, for Van Cortlandt, Yonkers, etc., start at 8th Ave. and 155th St. (p. 11).

The other great railway systems have their depots on the New Jersey side of the North River and convey passengers to and from them by large ferry-boats. The ferry-houses, however, furnish the same opportunities for the purchase of tickets, checking baggage, etc., as the railway-stations, and the times of departure and arrival of trains by these lines are given with reference to the New York side of the river. — *Pennsylvania Railroad Station*, Exchange Place, Jersey City, reached by ferries from W. 23rd St., Desbrosses St., and Cortlandt St., used by trains of the Pennsylvania Railroad (for all points in the West and South), the Lehigh Valley, and the N. Y., Susquehanna, & Western railways. — *Erie Railroad Station*, Pavonia Ave., Jersey City, reached by ferries from Chambers St. and W. 23rd St., used by the New York, Lake Erie, & Western, the New Jersey & New York, the New York & Greenwood Lake, and the Northern New Jersey railroads. — *West Shore Station*, Weehawken, reached by ferries from Franklin St. and W. 42nd St., used by the West Shore Railroad (for the same districts as the N. Y. Central Railroad) and the New York, Ontario, &