

Werk

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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.

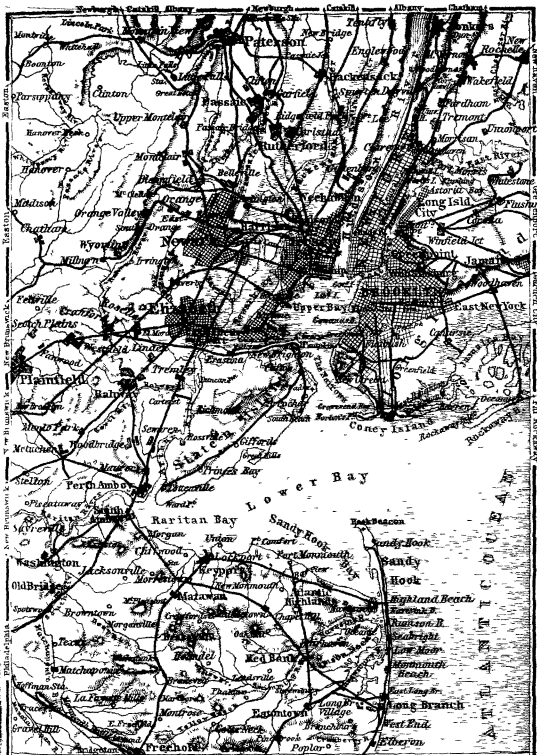
In crossing the Atlantic Ocean from E. to W. the steamer descends through about 11 degrees of latitude (Queenstown 51° 50' N. lat., New York 40° 42' 43"). The course varies somewhat according to the season of the year and from other causes. The northerly route

(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 18
 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