

Werk

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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